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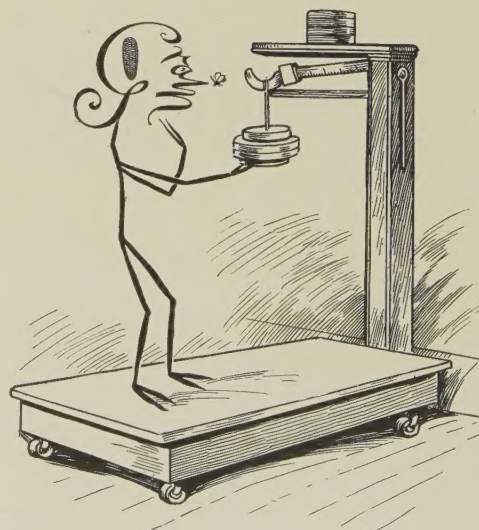
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O. Z. Bartlett B. G. Ellsworth H. H. Peterson
L. Bartlett & Son Co.,
GRAIN COMMISSION MERCHANTS
 23 Chamber of Commerce
 Branch Houses:
 CHICAGO, MINNEAPOLIS Milwaukee

Established, 1882.
Franke Grain Company
 GRAIN, HAY and MILL FEED
 41 and 42 Chamber of Commerce, MILWAUKEE, WIS.
 We buy Grain and Hay F.O.B. Stations.
 Please write for bids.

CHAS. R. LULL
 Receiver and Shipper of
GRAIN, FLOUR, FEED and HAY
 43-44 Chamber of Commerce, MILWAUKEE, WIS.
 Will make track bids on Corn,
 Wheat and Oats.

ST. LOUIS MERCHANTS EXCHANGE MEMBERS.

JAMES D. PARROTT, E. R. DAY, J. T. DARNEILLE.
PARROTT-DAY COMPANY
 COMMISSION
 GRAIN, HAY AND SEEDS
 407 CHAMBER COMMERCE
 ST. LOUIS, MO.

W. W. POWELL,
 Manager Receiving Department.
SHERRY-BACON GRAIN CO.
 213 MERCHANTS' EXCHANGE
 ST. LOUIS - - MO.

Established 1893
G. L. GRAHAM & CO.,
 Commission Merchants
 GRAIN, HAY and SEEDS
 301 Chamber of Commerce ST. LOUIS, MO.

This space in every
 other issue for
 sale.

BRINSON-WAGGONER GRAIN CO.
 Receivers and Shippers of Grain
 Future Orders Executed
 ST. LOUIS, MO.

PICKER & BEARDSLEY
 Commission Merchants
 Grain, Hay and Grass Seed
 Selling Cash Grain by Sample a Specialty.
 ST. LOUIS, MO.

DANIEL P. BYRNE & CO.

Established 1854.

SUCCESSORS TO REDMOND CLEARY COMMISSION CO.

Incorporated 1887

GRAIN, HAY AND SEEDS

Chamber of Commerce, ST. LOUIS, MO.

Selling Grain on commission a specialty. Experienced and competent salesmen. The head of our firm has had 33 years' experience in the grain trade in this market. Liberal advances on shipments. Prompt returns and remittance of balances. Correspondence and consignments solicited.

KANSAS CITY BOARD OF TRADE MEMBERS.

GRAIN.
W.S. NICHOLSON & CO.
 247 Board of Trade, Kansas City, Mo.
 Consignments promptly and advantageously handled. Also execute orders for cash grain and options.

Kay H. Beach. Robinson's Cipher. M.L. Kever
BEACH-KEEVER
GRAIN CO.
 Try us with consignments of grain.
 We also handle options.
 344 Board of Trade, Kansas City, Mo.

Ernst-Davis Grain Co.,
 KANSAS CITY, MO.
 Orders for Grain for future delivery executed
 in any market. Consignments
 given special attention.
 Members Kansas City Board of Trade, Chicago Board
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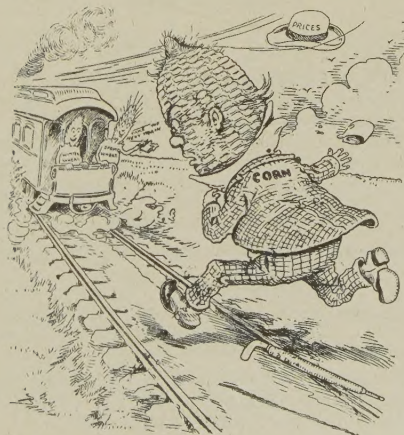
RECEIVERS

who want to reach the regular grain
 dealers of the country use space in the
 GRAIN DEALERS JOURNAL.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets. 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book, Price \$1.25.

Grain Dealers Company,
 255 La Salle Street, Chicago, Ill.



The Late Crop.—Minneapolis Journal.

Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½x15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

For Sale by

GRAIN DEALERS COMPANY
 255 LA SALLE ST. CHICAGO, ILL.

DIRECTORY OF GRAIN RECEIVERS, BROKERS AND TRACK BUYERS

Receivers, Brokers and Track Buyers who confine their business to regular grain shippers merit the patronage of such Shippers.

BALTIMORE.

Bennett, J. H., & Co., grain, mill feed, hay.
Bishop, W. G., & Co., grain, hay.
Botts & Co., Thos. H., grain, seeds, hay.
England, Chas., & Co., grain, hay.
Hammond & Snyder, receivers, exporters.
Hax, G. A., & Co., grain, hay, seeds.
Hopps, William, Grain & Hay Co., grain.
Kirwan Bros. Grain Co., grain commiss'n.
Loane, J. A., & Co., grain and hay.
Manger, J. A., & Co., grain, hay, seed.
Steen, E., & Bro., hay, straw grain.

BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.

BOSTON, MASS.

Ronald, Thomas, grain and mill feed.
Yantis, J. A., grain.

BUFFALO.

Alder, W. W., strictly commission.
Buffalo Cereal Company, grain.
Burns Bros., grain commission.
Gallagher, W. B., damaged grain.
Heathfield & Washburn, grain and feed.
Irwin, Dudley M., barley.
Waters, Henry D., grain commission.
Watkins & Company, grain and feed.
Yantis, S. W., grain and feed.

CAIRO, ILL.

Halliday, H. L., Milling Co., grain.

CHICAGO.

Armour Grain Co., grain buyers.
Ash, I. N., & Co., grain and seeds.
Bartlett, Frazier & Co., grain.
Beckwith, W. L., & Co., grain.
Bentley-Jones Grain Co., grain commission.
Bridge & Leonard, Commission Merchant.
Calumet Grain & Elevator Co., commission.
Carrington, Patten & Co., grain merchants.
Counselman, Willis, & Co., commission.
Crighton & Co., grain commission.
Everingham, L., & Co., grain, seeds.
Finney, Sam, commission.
Fraser, W. A., Co., grain commission.
Freeman, H. H., & Co., grain, hay, straw.
Gerstenberg & Co., grain, seeds.
Goemann Grain Co., grain buyers.
Heeman, Edward G., Commission.
Hemmelgarn, H., & Co., commission.
Hoit, Lowell & Co., grain receivers.
Hulburt, Warren & Co., grain commission.
Irwin, Green & Co., grain commission.
Johnson, W. F., & Co., grain, seeds.
Lasier & Hooper, receivers and shippers.
Mackenzie, J. P., cash grain.
Merritt, W. H., & Co., grain, seeds.
Mueller & Young Grain Co., barley, oats.
Mumford, W. R., Co., commission.
Rogers, H. W., & Bro., grain and seeds.
Rosenbaum Bros., receivers, shippers.
Rosenbaum, J., Grain Co., receivers, ship'rs.
Rumsey & Company, grain commission.
Sidwell, Geo. H., & Co., grain commission.
Smith, James P., & Co., grain.
Van Ness & Wilson, grain receivers.
Warner & Wilbur, grain commission.
Wagner, E. W., receiver and shipper.
Ware & Leland, grain, seeds.
Weare Grain Co., commission.
West, John, & Co., grain, seeds.
Wetmore, H. D., & Co., commission.
Winans, F. E., grain and seeds.

CINCINNATI.

Union Grain & Hay Co., grain, hay.

COLUMBUS, O.

Columbus Grain & Elevator Co., grain, oats.
Hynson, Percy R., buyer and shipper.
McAllister, Jas. P., & Co., grain and hay.
McCord & Kelley, track buyers, shippers.
Scott & Woodrow, grain and hay shippers.
Seeds Grain Co., grain and hay.
Tingley Bros., grain, hay, chop feed.

DAYTON, OHIO.

Schaeffer & Boroff, grain shippers.

DECATUR, ILL.

Burks, C. A., Illinois grain.
Dumont, W. L., cash grain broker.
Dumont, Roberts & McCloud Co., gr. dlrs.

EVANSVILLE.

Small, W. H., & Co., grain, seeds.

FORT WORTH, TEX.

Andrews & Ranson, grain, hay, etc.

GALVESTON, TEX.

Hanna & Leonard, grain, hay.

GREENVILLE, OHIO.

Grubbs, E. A., Grain Co., track buyers.

INDIANAPOLIS.

Riley, W. J., & Co., grain, feed, hay.

JACKSON, MICH.

Dewey & Co., hay and grain.

JACKSONVILLE, FLA.

McCallum, Kingsley & Co., grain, hay.

KANSAS CITY.

Beach-Keever Grain Co., grain receivers.
Ernst-Davis Grain Co., commission.
Thresher, Robt. J., grain broker & comsn.

KENTLAND, IND.

McCray, Morrison & Co., track buyers.

LOUISVILLE, KY.

Brandeis, A., & Son, receivers & shippers.
Callahan & Sons, electric grain elevator.
Schuff, A. C., & Co., grain and hay.

MEMPHIS.

Davis & Andrews, grain dealers & millers.
Denyven & Co., grain and hay brokers.
Wade, John, & Sons, grain dealers.

MILWAUKEE.

Bartlett, L., & Son Co., commission.
Franke Grain Co., grain and feed.
Lowry, I. H., & Co., grain commission.
Lull, Chas. R., grain, feed, hay.

MINNEAPOLIS.

American Grain Co., grain commission.
Brown, E. A., & Co., commission.
Brooks-Griffiths Co., grain commission.
Poehler, H., Co., grain commission.
Spencer Grain Co., commission, barley.
Thomas, Walter A., & Co., grain commsn.
Van Dusen-Harrington Co., commission.
Welch, E. L., & Co., grain commission.

NASHVILLE, TENN.

Wilkes, J. H., & Co., grain, hay.

NEWARK, N. J.

Champlin, F. A., & Co., grain, hay, mill fd.

NEW YORK CITY.

Carscallen & Cassidy, grain, hay.
Elwell, R. E., grain broker.
Forbell & Tilson, grain commission.
Morey, L. A., oats and corn.
Reinhardt, Geo. N., & Co., hay, grain.

PEORIA, ILL.

Miles, P. B. & C. C., grain commission.
Tyng, Hall & Co., grain commission.
Van Tassell & Bunn, receivers, shippers.

PHILADELPHIA.

Chapin & Co., grain, mill feed.
Delp, Edmund E., & Co., grain, hay.
Dunwoody, E., & Co., grain and seeds.
Edenborn, Harry M., grain, feed.
Koch, W. J., & Co., grain, hay, mill feed.
Rogers, E. L., & Co., grain, hay.

PITTSBURG.

Foster C. A., grain, hay, feed.
Geidel & Co., grain, hay, straw.
Keil & Thorne, grain, hay, feed.
McCaffrey's, Daniel, Sons, grain, hay.
McCague, R. S., grain, hay.

PORTLAND, ME.

Merrill, Edward P., grain broker.

RICHMOND, VA.

Beveridge, S. T., & Co., grain, hay, seeds.
King, Geo. T., broker and commission.

ST. LOUIS, MO.

Brinson-Waggoner Grain Co., receivers.
Byrne, Daniel P., & Co., grain, hay, seeds.
Connor Bros. & Co., grain commission.
Graham, G. L., & Co., grain, hay, seeds.
Picker & Beardsley, grain and seeds.
Sherry-Bacon Grain Co., grain commission.
Wallace, F. L., & Co., grain commission.

TOLEDO.

King, C. A., & Co., grain, clover seed.
National Milling Co., cash buyers of wheat.
Montgomery, R. H., & Co., corn, oats, hay.
McCabe, G. B., grain and seeds.
Reynolds Bros., grain and seeds.
Rundell, W. A., & Co., grain, seeds.
The Toledo Field Seed Co., clover and timothy seed.
The Paddock-Hodge Co., grain commission.
The Toledo Salvage Co., salvage grain.
Worts & Emmick, grain commission.
Zahm, J. F., & Co., grain, seeds.

TYRONE, PA.

Miller, John H., grain, hay.

WHEELING, W. VA.

Produce & Grain Co., corn, oats, hay.

Postal and Western wires and long distance
Phone in office.

C. A. BURKS,

GRAIN AND ELEVATOR BROKER,
Decatur, Ill.

I have sold 14 elevators in the last three months.
Write me.

CLARK'S GRAIN BOOK

Is a Record and Memorandum
Book for the use of country dealers.

It is 9½x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmers name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price. Price \$2.00.

For Sale by

Grain Dealers Company,
255 La Salle St. Chicago, Ill.

RECEIVERS, SHIPPERS AND BROKERS.

MEMPHIS

DENYVEN & CO., BROKERS

Corn, Oats, Hay, Bran.
Consignments Solicited.
343 Front St. MEMPHIS, TENN.

EVANSVILLE

W. H. SMALL & Co. RECEIVERS AND SHIPPERS GRAIN, SEEDS AND HAY,

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Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

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Columbus Grain & Elevator Co., Columbus, Ohio.

Oats a Specialty.

Correspondence Solicited.
Proprietor of Columbus Transfer Elevator.

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Quote us

Corn, Oats & Hay

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The Toledo Salvage Co. Buyers of

OFF GRADES and SALVAGE GRAIN

Toledo, . . . OHIO

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Member of Boston Chamber of Commerce, Buffalo Board of Trade, Grain Dealers National Ass'n
Representative of first class western houses.

Correspondence Solicited. Off-grade wheat a specialty.

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Car lots any road. Want to correspond with dealers on Pan-Handle, Vandalia and T. P. & W. Can at times use divided cars.

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"Our Bids are Good Ones."

JACKSONVILLE.

KINGSLEY McCALLUM & CO. Hay and Grain Brokers

JACKSONVILLE. : FLA.

Quote prices f. o. b. your track with rate to East St. Louis or Memphis, on Hay, Corn and Oats.

CAIRO

H. L. Halliday Milling Co. WHEAT, CORN AND OATS,

CAIRO, ILL.

Elevator Capacity 500,000 Bushels.

Bell Telephone, 235 Review Building
Macon County, 791 209-210

W. L. DUMONT GRAIN BROKER

DECATUR ILLINOIS
Member Illinois Grain Dealers' Association,
Decatur Merchants' Exchange. Correspondence solicited. My accounts all of the best. Good brokers can make you money.

The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

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GRAIN BROKER,

116 Broad Street, New York City.

Member New York Produce Exchange.

OATS AND CORN A SPECIALTY.

Cash advanced on Consignments.

Wheat, Rye, Barley, Salvage Grain, Hay and Mill Feed for Domestic and Export sale. Send me express or generous mail samples of Choice White Wheat, Off-grades, Red Wheat, Rye or slightly damaged grain.

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W.J. Riley & Co.

Receivers and Shippers
GRAIN, HAY, FLOUR AND FEED
Write or wire us if you want to buy or sell.
Will answer promptly.
Indianapolis, Ind.

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Daniel McCaffrey's Sons Co., Leading Hay Dealers

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Reference—Duquesne National Bank.
Established 1867. Consignments solicited.

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Leading Mill Feed Dealers
GRAIN, HAY AND STRAW
Members National Hay Association;
Pittsburg Grain and Flour Exchange
PITTSBURG, PA.

TO SUCCESSFULLY HANDLE THIS YEAR'S CROP THE
MOST EFFICIENT

Oat Clippers, Wheat Cleaners and Wheat Scourers

will be required, therefore you will do well to
thoroughly investigate the merits of the

"EUREKA"

They have more capacity, are built stronger, clip
and scour with less waste, and do better work
than any other. Can make prompt shipments.

THE S. HOWES COMPANY,

ESTABLISHED 1856

"Eureka" Works, Silver Creek, N.Y.

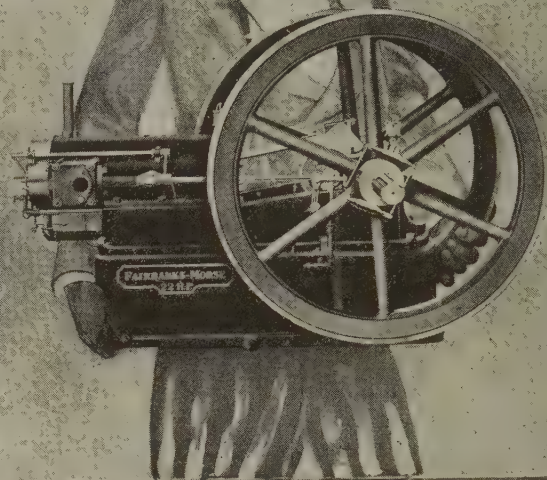
J. B. PARNALL, 3 Pearl St., New York, N. Y.
B. F. RYER, 11 Traders Bldg., Chicago, Ill.
W. E. SHERER, 5 Chamber Commerce, Minneapolis,
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STATIONARY
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CHICAGO, ILL., U.S.A.
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KANSAS CITY, ST. PAUL,
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DENVER, SAN FRANCISCO,
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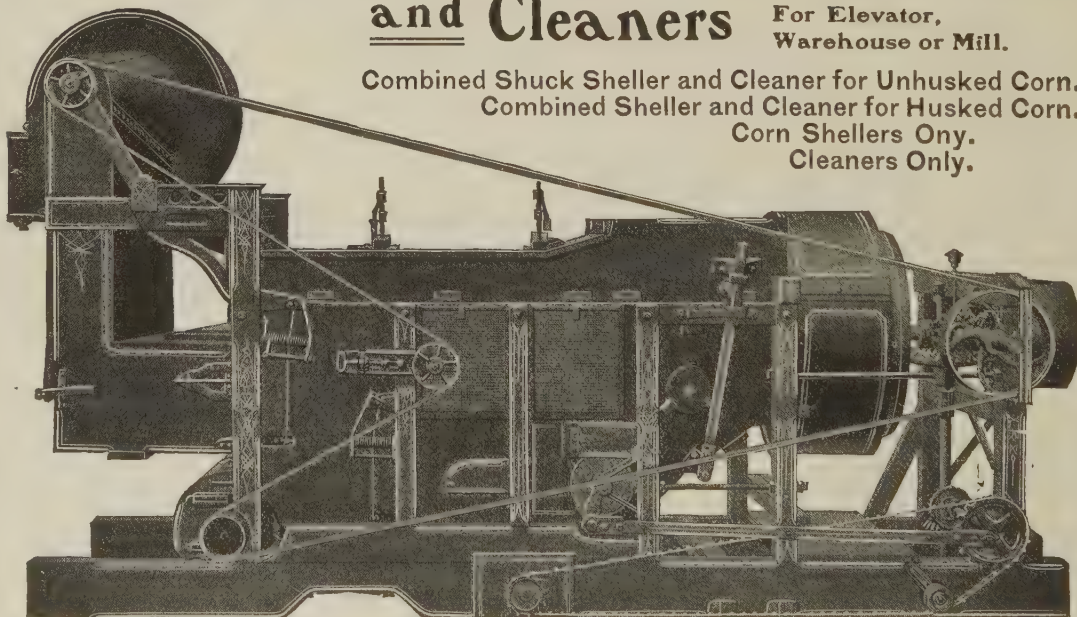
TWO GREATEST POWERS
ON EARTH

New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.
Combined Sheller and Cleaner for Husked Corn.
Corn Shellers Only.
Cleaners Only.

CLEAN CORN
CLEAN COBS
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Favored by Insurance Companies
Because Husks are Carried
Out of Building.

The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be
fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE or MILL.**

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X

NORDYKE & MARMON CO.

AMERICA'S LEADING MILL BUILDERS
INDIANAPOLIS, IND.

FEED MILLS

THREE ROLL-TWO AND
THREE PAIR HIGH
ROLLER MILLS
ALL SIZES AND STYLES
BUHR STONE MILLS

ELEVATOR MACHINERY

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ELEVATOR SUPPLIES

OVERHEAD DUMPS,
TURN-HEADS, FEEDERS,
FLEXIBLE SPOUTS,
BUCKETS, BELTING,
POWER CONNECTIONS.

X

GOODS OF FIRST QUALITY — PRICES LOW — SEND US YOUR SPECIFICATIONS FOR QUOTATIONS.

A FEW POSERS FOR YOU

An Irishman bought a return ticket to St. Louis and didn't come back. What did he save?

A German saved up enough money to go to Germany, and then bought a schooner, and didn't go. What did he save?

An Italian bought an eight day clock with the second hand gone. It gained 55 minutes every hour. How long did it take to let a whole Dago?

These problems are easy compared to which is the best Feed Mill on the market. One guess is all you've got, but if you guess the

Northway Feed Mill

you'll hit the bull's eye. Hundreds of satisfied users say that for grinding capacity—durability—and ease of running, the NORTHWAY is unsurpassed. A postal request brings their written testimony what it has done—can do—and will do. Write us.

Strong & Northway Mfg. Co.
Flour and Elevator Supplies
MINNEAPOLIS, MINN.

BOWSHER FEED MILLS

(Sold with or without Elevator)

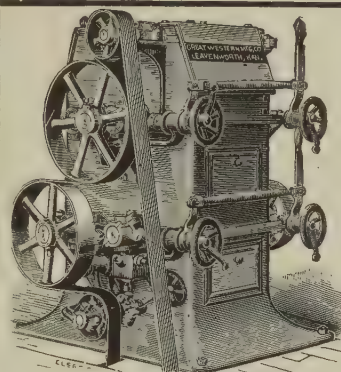


The Bowsher Mill is the best all around feed grinder in the market. Is the **LIGHTEST RUNNING**. Has Conical shaped grinders. Can run empty without injury. It is different from all others. Seven sizes, ranging from 2 to 25 h. p.

CRUSHES and **GRINDS** ear corn, (with or without shucks); grinds all kinds of small grain and Kaffir corn in the head.

High-priced grain incites feeders to economize. Ground feed is the economical feed. You ought to have a mill now. **Quit Thinking** about it. **COMMENCE** to investigate. Our catalog is sent for the asking.

THE N. P. BOWSHER CO.,
SOUTH BEND, IND.



ELEVATOR MACHINERY—SUPPLIES

Our Stock is large and complete.
Can serve you promptly.

GREAT WESTERN MFG. CO.
LEAVENWORTH, KANS.
KANSAS CITY, MO.

"SAVE MONEY"

by having your elevator equipped with a **BOSS CAR LOADER**

They do the work perfectly as all will testify who have them. Let us send YOU one on trial.

MAROA MFG. Co., Maroa, Ill.

REDMON, ILL., July 29, 1902.

Gentlemen:—This is to certify that I have bought one Boss Car Loader, and that I have loaded several cars of grain, and that I am satisfied that the loader will do all that the Boss Car Loader Co. recommends the machine to do.

Yours respectfully,

WILLIS BRINKERHOFF.

Write to-day to **MAROA MFG. CO., Maroa, Ill.**

Do You Want

The grain trade news? Then subscribe for the GRAIN DEALERS JOURNAL. Twice each month for \$1.00 per year.

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CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

GRAIN ELEVATOR BUILDERS.

We wish the Grain Trade to note, we have been publishing plans in several trade papers. These plans cover territory in Canada and as far south as I. T. There are grain, seed-corn, shelling, and combined Elevators, and we have planned and built 'em all.

Yours for the trade,

YOUNGLOVE & BOGCESS CO.

ENGINEERS AND DESIGNERS

Builders of Elevators, Flour Mills, etc.

MASON CITY, IOWA

P. H. PELKEY

Contractor and Builder of

Grain Elevators

BUILDS MODERN UP-TO-DATE
ELEVATORS.

WINFIELD, KANSAS.

J. H. ROMAN

Designer and Builder of Up-to-Date

GRAIN ELEVATORS

Repairing and Remodeling a Specialty.

Twenty Years' Experience.

Lock Box 239, COUNCIL BLUFFS, IOWA

WM. W. LOCKWOOD,

Elevator Engineer, Furnisher and Builder. Best designs, latest improvements, most convenient equipment, gasoline engines, elevator boots, self-containing elevator heads, distributing spouts, car pullers, automatic wagon dumps, over-head-power trolley dumps, friction clutches and clutch pulleys—anything you want. Send for catalog.

WINFIELD, KANSAS.

W. S. CLEVELAND ELEVATOR BUILDING COMPANY

INCORPORATED

Capital Stock, \$100,000 **MINNEAPOLIS, MINNESOTA**

General Contractors and Builders

OUR SPECIALTY:

GRAIN ELEVATORS - - Frame, Iron Clad, or Absolutely Fire Proof

HENDERSON & FRIEDLINE

**GRAIN ELEVATOR ENGINEERS
AND CONTRACTORS
CHICAGO.**

If you contemplate building a grain elevator it will pay you to write us about it. Plans and Estimates Furnished.

Reliance Mfg. Co.

LARGEST

ELEVATOR BUILDERS

In the State. We build up-to-date elevators cheaply and quickly. Investigate our system of handling grain before you decide on plans. We may have just what you want.

We also manufacture the

RELiance GRAIN CLEANERS

and carry a full line of Elevator Supplies.

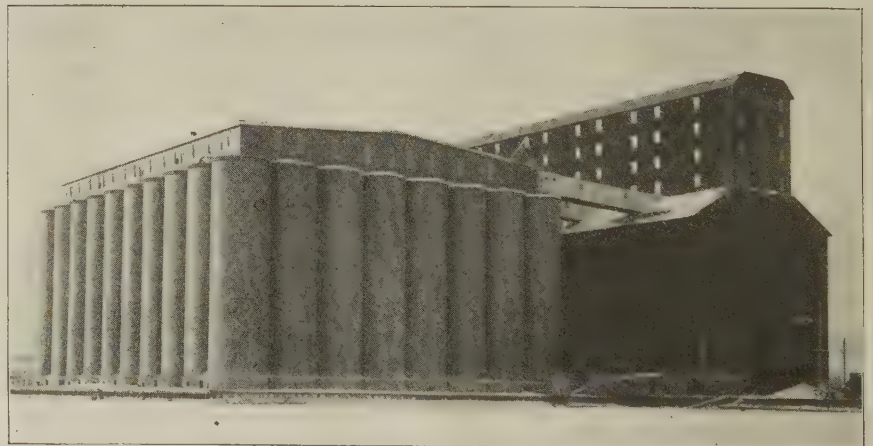
1521-1523 Bates St., **INDIANAPOLIS, IND.**

The BARNETT & RECORD CO.

416 CORN EXCHANGE, MINNEAPOLIS, MINN.

**General Contractors and Designers of Grain Elevators,
Mill Buildings, Docks and Warehouses.**

We are prepared to use all of the various kinds of elevator construction, but recommend our special construction known as the Record-Johnson System Patent Fireproof Semi-Porus and Glazed Cellular Tile Grain Storage Construction, covered by the following patents and which we have exclusive control, patents Nos. 664323, 664324, 664325, 692544, 713104.



The following is a partial list of owners and capacity of plants which we have built in the last four years under these patents.

	bushels		bushels
Great Eastern Elevator, Minneapolis,	1,000,000	Northwestern Yeast Co., Chicago,	300,000
St. Anthony Elevator Co., "	2,200,000	Canadian Ry. Co., Port Arthur,	2,250,000
North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City,	700,000	Wisconsin Malt & Grain Co., Appleton,	200,000

We have under construction at the present time the following plants.

	bushels		bushels
Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.,	500,000
Washburn-Crosby Milling Co., Buffalo,	300,000	Millbourne Mills Co., Philadelphia,	200,000

The following are a few of our largest wood constructed elevators.

	bushels		bushels
Calumet Elevator Chicago,	1,000,000	Maple Leaf Elevator, Kansas City,	1,000,000
Minnesota Annex, Chicago,	1,000,000	Burlington Elevator, St. Louis,	1,000,000
C. M. & St. P. Ry., Itasca,	1,125,000	Grand Trunk Elevator, Portland, Me.,	1,000,000
Belt Line Elevator, Superior,	2,500,000	F. H. Peavey & Co., No. 1,	1,750,000
Superior Terminal, "	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & Western Ry., Fairport, O.,	1,000,000	Texas Pacific Ry. Co., Westwego, La.,	1,000,000
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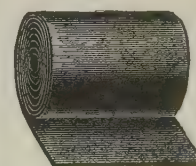
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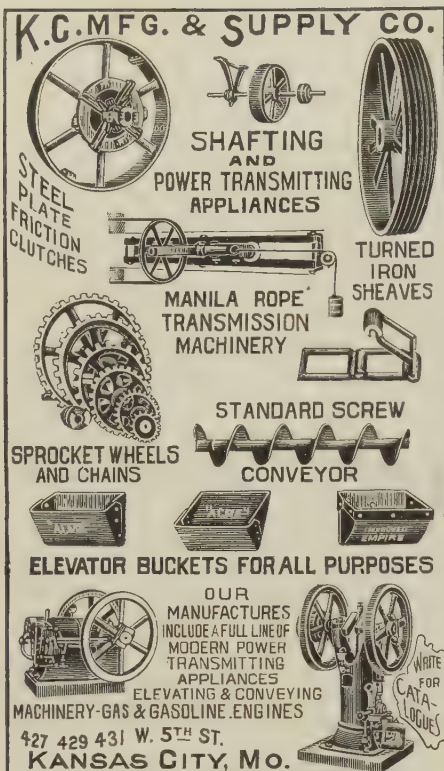
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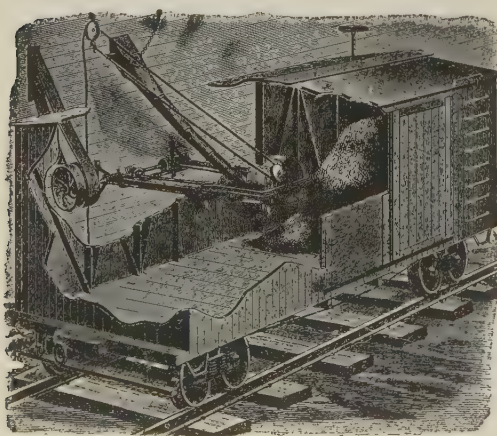
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Will fill each end of the car at the same time.

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That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

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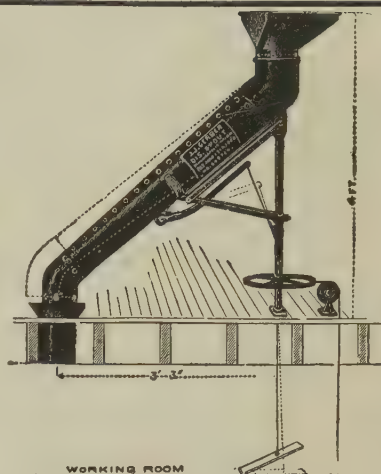
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Improved Distributing Spout, is a winner, and the leading spout on the market to-day. It is simple in construction, durable, and will prevent mixing grain.

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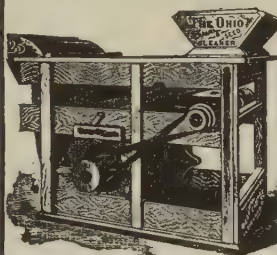
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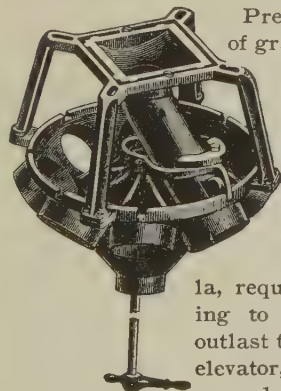
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Prevents the mixing of grain at the point of distribution and insures its being spouted to the desired bin.

Besides this it takes less room in a cupola, requires less spouting to bins, and will outlast the lifetime of an elevator, or a dozen ordinary devices. It is not

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Is absolutely unchokable, and non-unchokable with grain.

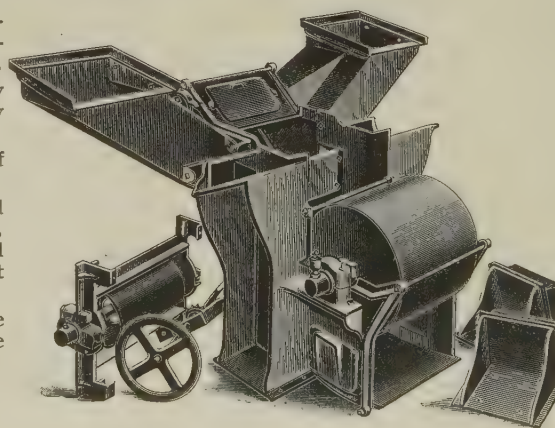
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Chief causes of fires eliminated.

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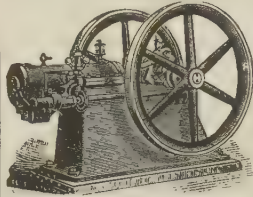
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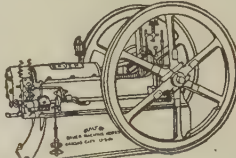
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Simple, effective,
easily started
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Can you get anything better?
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INVESTIGATION WILL DETERMINE.
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in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.
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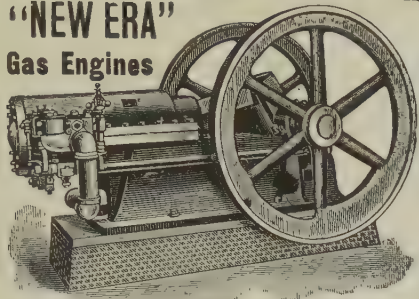


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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.
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NEW ERA IRON WORKS,
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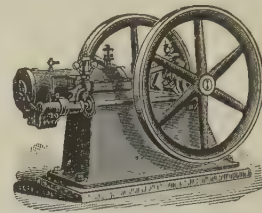
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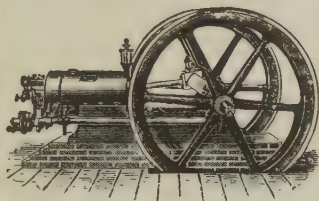
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Valves work mechanically—not by suction. No delicate parts to get out of order. Load taken up on any revolution *without* waiting to complete its cycle, insuring closest regulation of speed. Long life of batteries and electrodes. Speed changed while running. Consider these points when buying. Ask for catalogue.

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The index is complete, occupying 15 pages. In it every point regarding Gas and Gasoline Engines is listed alphabetically. The page and paragraph numbers are given which enables the user readily to find the information desired.

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MILLING and GRAIN business in the spring wheat section, for sale. Capacity of mill 160 bbls.; in first-class condition with a well established trade and good business. Capacity of elevator 30,000 bus., with good grain trade in connection with mill business. Offered at a bargain if taken soon. Good reason for wanting to sell. Address, S. M. C., Box 12, Care Grain Dealers Journal, Chicago, Ill.

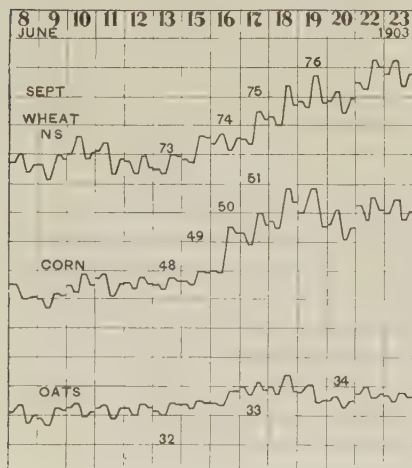
FOR SALE—Corn mill; one double stand rolls for meal; one large size Bowsher Feed Mill; one Marseilles Dustless Corn Sheller; one meal bolt; storage for about 5,000 bus. corn; wagon scales; 35-horse power steam engine using natural gas for fuel at low price. Southern Kansas town 6,000 population; two men operate; profits \$2,000 to \$3,000 yearly. Price \$3,500. Write for particulars. Address Eclipse, Box 5, Care Grain Dealers Journal, Chicago, Ill.

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The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to June 24 are given on the chart herewith.



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WANTED—An elevator in western Indiana, 10,000 to 30,000 capacity, handling from 100,000 to 300,000 annually; up-to-date house. Henry Orr, Matthews, Ind.

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WANTED TO BUY or lease with option of buying, in good town of 1,500 to 3,000 population in western Indiana or eastern Illinois, 10,000 to 30,000-bu. capacity elevator, handling from 200,000 to 300,000 bus. annually; up-to-date house. Would not object to lumber business in connection. Address L. Wetzel, Minburn, Iowa.

LOCATION WANTED in some good grain country to go into the grain business; or would buy, or lease with option of buying, a 10,000 to 20,000 bu. capacity elevator at good grain point, in good town, doing good business, where there is no bank, but which would be a good location to put one in to do a general banking business. Would prefer American or German settlement in Illinois, Iowa, Minnesota or South Dakota. Address Lock Box A, Minburn, Iowa.

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STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

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SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

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TRACK SCALES, new and refitted, our own and Fairbanks pattern. Also hopper and wagon scales, all sizes. For sale. U. S. Scale Works, Terre Haute, Ind.

THREE 750-bu. hopper scales, each \$150.00. Five 500-bu. hopper scales, each \$125.00. Each with compound beam, even levers to bring beams below, and office fixtures to beam consisting of short iron pillars, shelf and goose necks. Two 15-ton stock scales, each \$110.00. Three 10-ton stock scales, each \$100.00. Two 8-ton stock scales, each \$90.00. Each with compound beam and office fixtures for beam consisting of short iron pillars, shelf, goose necks and extension levers to bring beam in office. These are all Fairbanks Scales and having been thoroughly refitted, can not be told from new. They are guaranteed to be accurate as any new Fairbanks Scale that ever left the factory. Why not DISPOSE OF YOUR OLD MACHINERY? We will give you new machinery for any of your old machinery that you want to dispose of. We carry a full line of elevator machinery, both new and second-hand; also gasoline engines or steam. Write us and see what we will do. Allan P. Ely & Co., 1110 Douglas St., Omaha, Neb.

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ELEVATORS in Kansas for sale. Address E. J. Smiley, 37 Crawford Bldg., Topeka, Kan.

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GRAIN ELEVATOR for sale or trade for land or other good property. Price \$4,000. Want to go into other business. Address Dan, Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR for sale in fine grain country on line of C. G. W. R. R.; equipped with 6-h. p. gasoline engine and grain grinder. For particulars, inquire of W. E. Breaw, Esmond, Ill.

GRAIN ELEVATOR in central Ohio, on N. & W. Ry. for sale; building and machinery in good repair. Also store room and residence in connection. For particulars address Lock Box 7, Groveport, Ohio.

FOR SALE OR RENT—20,000-bu. storage elevator, hay barn and coal sheds. No opposition. Sold or rented singly. Price \$2,000, rent \$20 per mo. Crop failure unknown. C. W. Halfhill, Mercer, Ohio.

A LINE of four elevators for sale. Will be sold singly if desired. Situated in northwestern Ohio. These houses are well located. For particulars address "Brown," Box 10, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale, 65,000 bus. capacity; located at Columbus, Ohio, on the H. V. & T. and O. C. railways. Equipped with all the latest machinery for transferring and handling grain and manufacturing feed. Local business about 250 cars per day. This property must be sold on or before July 11th, 1903. For further particulars, address, Jos. P. Gundy, Receiver, 915 Outlook Bldg., Columbus, Ohio.

ELEVATORS FOR SALE.

ELEVATORS for sale, in the banner corn and oats producing state of America. W. A. Thompson, Attica, Ind.

THREE ELEVATORS for sale, located on Santa Fe in best wheat district in Kansas. Lock Box 762, Wichita, Kan.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

FOR SALE—A line of ten well located country elevators in Kansas. All or some cash, and terms to suit. Good reason for selling. Best of crop prospects. Write for particulars if you mean business. Address Eagle, Box 5, Care Grain Dealers Journal, Chicago, Ill.

A GOOD THING—15,000-bushel elevator at Crete, Ind.; modern plant with \$500.00 roller feed and meal outfit; gasoline engine; hopper scales. Also eight-room dwelling and orchard. Have other business. Price \$7,500.00. Tomlinson Grain & Lumber Co., Winchester, Ind.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modern equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, Care Grain Dealers Journal, Chicago.

GRAIN, LUMBER AND IMPLEMENT business for sale in the corn belt of Illinois. Capacity of elevator 16,000 bushels; house handles 200,000 bu. each year. Lumber and implement sales in 1902 about \$25,000. Good reason for selling. Address G. B., Box 9, Care Grain Dealers Journal, Chicago, Ill.

FOR QUICK SALE—A most substantial and handy elevator; in best of repair throughout; 7 years old; one of the very best grain points; direct route to Chicago; in one of the nicest little towns—note for good schools, churches and business enterprise. Price and terms made on application to W. N. Reveal, Hoopeston, Ill.

ELEVATOR for sale; located on C. R. I. & P. Ry., in South Dakota; splendid plant, 12,000 bus. capacity, all crib work; building five years old but always had good care, built on private ground, 140 x 200 ft., good switch; equipped with Barnard & Leas Cleaner and gasoline engine. A money making business. Address Kink, Box 11, Care Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale in the corn belt of McLean Co., Ill., on L. E. & W. R. R. Elevator well equipped. House cribbed, modern and in first class condition. Capacity 20,000 bus.; 200-car business. Also stock of general mdse. and store building, 9-room residence and 6 acres of land. Good opening, for some one. All must be sold together. If you mean business write for particulars. Address 444, Box 10, Care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

GRAIN ELEVATOR and hay and coal business for sale; good power; fine trade. Box 54, Scotts, Mich.

THREE ELEVATORS in Iowa for sale, cribbed, gasoline power. For particulars add. Lock Box 314, Luverne, Minn.

ELEVATOR FOR SALE—50,000 bus. capacity, new; two stands of elevators, two dumps, feed grinder, 12-h. p. engine; good office. About one acre of land; new dwelling of ten rooms, modern. Station handles from 600,000 to 800,000 bus. per year; one competitor. Price \$18,000.00 for all or \$12,000.00 for elevator alone. Address H., Box 11, Care Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in Ohio for sale, 15,000 bus. capacity, up-to-date; 8-room house; one acre ground. In fine farming country. Handles 125,000 bus. grain per year. Cash sales on flour, feed, coal and implements \$45,000 per year. A great money maker. In live town; two banks, high school, 5 churches, electrical street car line, beautiful place to live. Here is a snap for the right man. Address Box 358, New Carlisle, Ohio.

FOR SALE—Good local and transit transfer and cleaning elevator, about 25,000 bu. capacity; 60,000-lb. hopper scale; power unloading scoop; cleaning and scouring machine; good mixing arrangement; large feed and corn meal rolls; 75-horse power steam engine; wagon scales; wagon dump; good track room for cars; coal bins. Good local trade in coal and feed. Best grain section of Kansas. Best of reasons for selling. Price \$6,650. Address Excel, Box 5, Care Grain Dealers Journal, Chicago, Ill.

ESTABLISHED WHOLESALE GRAIN AND ELEVATOR business for sale. One of the best wholesale grain businesses west of the Mississippi River; tributary to the grain fields of the great Southwest; on a direct line to the Gulf for export. We have handled two million bushels of corn of the present crop; business aggregated over two hundred thousand dollars per month for the past year; have an established trade with over seven hundred of the shippers in the Southwest. We have a three hundred thousand-bushel capacity elevator, equipped with all modern machinery, with nearly a mile of trackage and handling capacity for one hundred cars per day. Will also sell office building and fixtures and will give possession at once. We also have an established branch office in Texas and all employees, both office and traveling representatives, will remain with the purchaser. We would be glad to correspond with any one who means business and is in the market to buy a business and plant of this kind. Poor health is the only reason for selling. Prospects never were better for a large wheat crop in Kansas, Nebraska and Oklahoma, and owing to the late frosts in Texas it is almost certain that there will be another corn failure in that state this year, which will be a fine outlet for shipments of corn, both bulk and sacked. For further information, prices, terms, etc., address "Z," Box 10, Care Grain Dealers Journal, Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th place, Chicago.

GASOLINE ENGINE, 4-h. p. Webster, nearly new, for sale cheap. Address, C. T. Sidwell, Eagle Grove, Ia.

GASOLINE engine, 10-h. p. for sale; now running elevator; want larger engine. J. B. Clark & Co., Mazon, Ill.

GASOLINE ENGINE for sale, 20-h. p., good condition; reasonable price. Address Thos. B. Carson, Davenport, Iowa.

FOR SALE dirt cheap, first class center crank 30-h. p. engine; boiler, heater and boiler feeder. J. P. Shumaker, Daleville, Ind.

GAS ENGINE for sale—One to 4-h. p. St. Mary's; 1 to 6-h. p. St. Mary's; 1 to 9-h. p. Charter; all in good condition. Woodbury & Files, Muncie, Ind.

STEAM, GAS and Gasoline Engines and all kinds of mill supplies and machinery, new and second hand. Refiner Elevator Works, Kansas City, Mo.

GASOLINE engines for sale: 14x16-h. p. Dayton; 16-h. p. Case; 10 5-h. p. Otto Engines. Chicago House Wrecking Co., W. 35th & Iron-sts., Chicago.

ENGINE FOR SALE—One 4-h. p. Fairbanks, Morse; only used eight months; guaranteed as good as new; \$175.00. Address Lock Box 726, Lenox, Ia.

GASOLINE ENGINES bought, sold or exchange. Large stock of second-hand engines now for sale. J. Montgomery Johnston, 22 South Canal St., Chicago, Ill.

GASOLINE Engines of any make taken in trade for new engine, or will overhaul and put old engine in running order. Address Bauer Machine Works Co., Kansas City, Mo.

ONE 16x24 ATLAS Automatic Engine for sale; also two 60x14 boilers with 56 3½-inch tubes. Full square fronts and all fittings. Address O. S. Potter, Toledo, Ohio.

ALL SIZES of the high-grade Lammert & Mann gasoline engines for sale. Also several second-hand engines of other makes and in good repair at a bargain; write for description and prices. Lammert & Mann, 155-161 S. Jefferson st., Chicago.

FOR SALE—Second-hand gasoline engines, 1 to 50 h. p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

FOR SALE—One 14x20 slide valve, box bed engine with 54x6 band wheel and fittings complete. One 60x16 two-sheet boiler, 7-16-in. shell, with dome, and 60 3½-in. flues, full square front with all fittings. One 80-horse power heater and Duplex Pump. The complete outfit is in good condition. Address United Supply Co., Toledo, Ohio.

ENGINES FOR SALE.

ENGINES for sale—One 30-h. p. Webster; one 25-h. p. Fairbanks-Morse; one 14-h. p. Otto; one 9-h. p. Otto; one 6-h. p. Fairbanks; one 22-h. p. Foos. A. H. McDonald, 36 W. Randolph St., Chicago.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

PORTABLE DUMP, White Patent, in good condition, for sale. Woodbury & Files, Muncie, Ind.

DRILLING MACHINES, two No. 1 Star, full traction, for sale. Address C. Friedly, Dunkirk, Ohio.

LITTLE VICTOR No. 2 Corn Sheller and Cleaner combined, for sale. J. M. Hornung, Greensburg, Ind.

WESTERN ROLLING Screen Cleaner, No. 0, in good shape, for sale. McCray, Morrison & Co., Remington, Ind.

INVINCIBLE Oat Clippers, two No. 9, good as new, will sell cheap for cash. Address, W. D. Judd, St. Louis, Mo.

SOME EXCEPTIONAL BARGAINS in second-hand machinery in Circular No. 17, now ready. A. S. Garman & Sons, Akron, Ohio.

WESTERN COMBINED SHELLER and Cleaner, No. 4½, for sale; in good condition; capacity 150 to 200 bus. per hour. Woodbury & Files, Muncie, Ind.

CORNWALL CORN Cleaner, No. 2, for sale; used only a few months; just as good as new in every respect; has been replaced by larger machine. Address Railsback Bros., Ashland, Neb.

FOR SALE cheap—One Case four-reel Scalper Chest, 7 feet by 26 inches, complete gear drive, for \$50.00. One two-reel scalper, 7 feet by 22 inches for \$25.00. Union Roller Milling Co., Pocahontas, Ill.

WAREHOUSE MILLS AND SEPARATORS—Several new A. P. Dickey Mfg. Co., side and end shake warehouse mills and over-blast separators, for sale cheap to close out. Johnson & Field Mfg. Co., Racine, Wis.

NEW PROCESS No. 3 Combined Sheller and Cleaner with shuck fan, for sale; in first-class shape. Reason for selling, could not use combine sheller on account of arrangement of my newly built elevator. Price \$115.00, f. o. b. Address Box 285, Wolcott, Ind.

MACHINES WANTED.

GOOD, 2nd-hand Corn Sheller, mill size, wanted. T. G. White Cereal Co., Cedar Rapids, Ia.

OAT CLIPPER, corn sheller, corn cleaner, car puller, hopper scale, automatic scale, two electric motors, all large capacity, wanted. Room 26, Crawford Bldg., Topeka, Kan.

MISCELLANEOUS FOR SALE.

BOILER, 55-h. p., good stack in safe condition. A. A. Ulrey, Fairmount, Ind.

HOUSE and three lots on corner in residence district of Tipton, Ia., at a bargain. Address John R. Wampler, Tipton, Ia.

FLY WHEEL, 4200-lb., 9 ft. in diameter, 8½ inches face, 5⅜-in. bore, will be sold cheap if taken at once. West Side Milling Co., Massillon, O.

A SECTION of fine stock and grain land in southern North Dakota for trade for good elevator property. Union Country Investment Co., Elk Point, S. D.

CHEAP FOR CASH—Lots 3 and 4, block 5, Holway & Taylor's Adn. to Minneapolis. Address Yale Realty Co., Bank of Commerce Bldg., Minneapolis, Minn.

ONE FAIRBANKS 100-bu. Hopper Scale, for sale at \$25.00; also one No. 2 Smith Corn Cleaner without frame, \$5.00. Add. Weimer & Sons, Rosewood, Ohio.

SANDERS PORTABLE Grain Elevator with 1½-h. p. gas engine, for sale; handy loading cars or elevating grain in granary. E. Blankenburg, Ivanhoe, Minn.

SNAPS—Nine 500-bu. hopper scales. How many do you want? Separators from \$35.00 to \$60.00. Scourers from \$35.00 to \$50.00. Feed rolls, \$50.00 to \$75.00. Allis Roller Mills, 9x18, \$125.00. Several 25 to 50-bbl. mill outfits; one 150-h. p. steam Corliss; one Mitchell Scroll. Make an offer on something. S. G. Neidhardt, 1028 Delaware St., S. E., Minneapolis, Minn.

COTTON, LEATHER AND RUBBER BELTS. All kinds elevator belting and buckets.

2 24-inch Cogswell Attrition Mills.
1 18-inch Foos Scientific Attrition Mill.
1 No. 2 Willford Single 3-high Roller Feed Mill.

1 No. 1, 2 No. 2, 2 No. 5 Barnard Receiving Separators.

2 No. 1 and 2 No. 1½ Barnard Milling Separators.

3 No. 0 Richmond Grain Cleaners and Separators.

1 No. 5 Clipper Grain and Seed Separators.

2 No. 1 Eureka Zig Zag Warehouse Separators.

1 No. 2 Graham Milling and Receiving Separators.

1 No. 1 Keystone Centrifugal Hominy Separator.

1 No. 1 Keystone Centrifugal Hominy Separator.

1 No. 1 Stonebraker Hominy Mill.

2 No. 2 Nordyke & Marmon Degerminators.

1 No. 2 Beall Degerminator.

1 Beall Cylinder Corn Steamer.

1 No. 6 and 1 No. 4 Cranson Wheat Scourer.

1 No. 3 Richmond Horizontal Wheat Scourer.

1 No. 3 and 1 No. 4 Upright Morgan Scourer.

1 No. 1 Eureka Upright Scourer.

1 Hughes Vacuum Horizontal Grain Scourer.

Write for prices. B. F. Gump Co., 59 S. Canal St., Chicago, Ill.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

SITUATIONS WANTED.

POSITION WANTED by grain buyer; 17 years' experience, 8 years as buyer for line company. Address Box 294, Mt. Pulaski, Ill.

WANTED position as grain buyer in elevator or on the road. Had 6 years' experience; reference; married; and not afraid of work. Address Box 955, Corn-ing, Ia.

POSITION WANTED by competent and experienced grain man, as manager or buyer for grain elevator; experienced in office work. References. Address F. C., Box 12, Care Grain Dealers Journal, Chicago, Ill.

POSITION wanted as manager or buyer in an elevator in Neb. or Kans. Best of references furnished on application. Address C. A. B., Box 7, Care Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by a thorough grain man with 12 years' experience; capable of handling any dept.; am a good correspondent; have western grain acquaintance. Ans. K. C., Box 11, Care Grain Dealers Journal, Chicago, Ill.

POSITION by married man as manager of country elevator. Experienced. Can operate steam or gasoline engine. German. Can furnish best of reference. Address H. F. W., Box 201, Manning, Ia.

POSITION WANTED—Experienced grain man wishes position as track buyer or manager of a line of country elevators; thoroughly competent; good references. Please address J., Box 11, Care Grain Dealers Journal, Chicago, Ill.

POSITION—With good firm as buyer or manager of grain business. Would take an interest with right party. Have 12 years' experience. Will give best of references. Address P. Box 5, Care Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by man of thirty, of good habits, who grain and the grain business. Am experienced buyer and successful traveling superintendent. Can plan and execute repairs and building. Address W. J. B., Box 11, Care Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

COMPETENT MEN wanted who are capable of working on elevator construction. Address, at once, P. H. Pelkey, Winfield, Kan.

GRAIN CLEANING Machinery Salesman wanted. Give full particulars. X. Y. Z., Box 11, Care Grain Dealers Journal, Chicago, Ill.

MAN WANTED for grain office; from 25 to 30 years old; one who is a stenographer and bookkeeper and can do book work. Only those experienced in grain work need apply. Address Benson Grain Co., Heron Lake, Minn.

PARTNERS WANTED.

PARTNER WANTED in a good mill and elevator in good town, good country and where good crops are raised. Box 194, Tecumseh, Neb.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

GRAIN BAGS, 100,000 for rent; write for terms. Foell & Co., 123 Market St., St. Louis, Mo.

O. S. POTTER, TOLEDO, OHIO. Manufacturers' agent. Complete power plant equipment. Correspondence solicited.

WANTED—Ten copies Grain Dealers Journal for May 10th, 1903. Address, May, Box 11, Care Grain Dealers Journal, Chicago, Ill.

QUOTATIONS wanted on clover, timothy and other farm seeds and grains. Business done by competent people. The J. M. Neil Co., Charleston, W. Va.

SPECIFICATIONS, Blue Prints and Bids wanted for the erection of either 10,000, 25,000 or 20,000-bu. grain elevator, from foundation up. Machinery not wanted. Address W. R. Griffin, Sec., Stockton, Kan.

FOR SALE OR EXCHANGE—1428-acre farm well located near Vincennes, Ind.; no better corn and wheat land on earth; all level black soil. Will take a good grain elevator as part pay. Address Box 406, Hopeston, Ill.

HOUSE FOR SALE and furniture for sale; 2921 Lawton Ave., St. Louis, Mo., (main boulevard of the city); 10-room, stone front, mansard roof, all conveniences; party buying furniture may rent house if he does not wish to purchase same; possession given at once. Apply Daniel P. Byrne & Co., 318 Chamber of Commerce, St. Louis, Mo.

INCREASED CAPITAL WANTED—An old established grain firm doing a good station business in Kan. and Mo. desires to increase capital stock \$20,000 or \$30,000 and furnish position as bookkeeper and traveling manager of station agents to one or two parties. Best of reference given and required. Address Earl, Box 5, Care Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS FOR SALE.

GASOLINE engine owners who have had trouble with lubrication can learn how to forget it by addressing The Automatic Lubricator Co., 1105 Caxton Bldg., Chicago.

FEED STORE and meat market for sale; about 100 ft. from post office; doing daily business of about \$125.00. Address Mont, Box 12, Care Grain Dealers Journal, Chicago, Ill.

MANSFIELD TUBULAR BOILERS—Two 16x14, for sale, 56—3½-in. tubes, full square fronts and all fittings. Price very low. Address United Supply Co., Toledo, Ohio.

AN ESTABLISHED coal and feed business for sale, in the most desirable part of the city of Dayton, Ohio, with a population of over one hundred thousand inhabitants. For full particulars address W. M. Byers, Dayton, Ohio.

FLOUR MILL AND ELEVATOR Site for sale at Paulding, Ohio. County seat town with a population of 2,500. Population of county 40,000. Nearest mill 12 miles; best black soil in northwestern Ohio. Mill and elevator foundations 40 ft. by 30 ft. each; 4½ acres of land goes with site. Two steel storage tanks with a capacity of 40,000 bus.; 300 ft. of independent siding. Address Frank Windiate, Paulding, Ohio.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

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Gentlemen—Enclosed find One (\$1.00) Dollar, for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

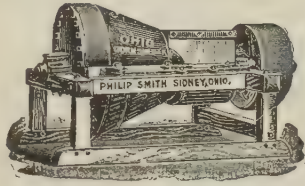
Name of firm.....

Capacity of Elevator..... Post Office.....

.....bus. State.....




COVER'S Dust Protectors.
 Rubber Protectors, - - \$2.00
 Metal " " - - 1.50
 Sent POSTPAID on receipt of price; or on TRIAL to responsible parties. Have AUTOMATIC VALVES and fine sponges.
H. S. COVER
 153 Paris St., South Bend, Ind.



No "Shell Game"

Can clean one out of ear corn so quickly, so neatly and completely as

The OHIO Corn Sheller

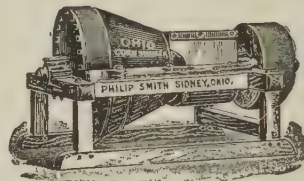
CLEANS CORN FROM THE COBS

It plays "the game" with all shelling surfaces chilled.

New Corn or Old Corn stands no chance. However, it gives everybody satisfaction.

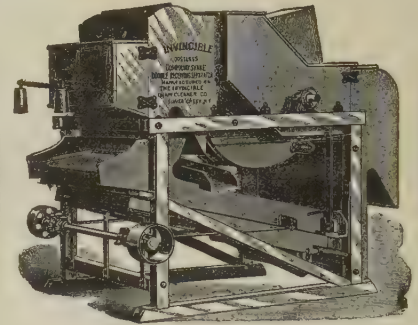
**PHILIP SMITH,
SIDNEY, OHIO**

Can tell you how his machine does "the trick." Ask him.



INVINCIBLE

Compound-Shake Dustless, Double
RECEIVING SEPARATOR
 (Eleven Sizes)



Meets every requirement of the elevator and warehouse man.

Made in wood or steel. Runs absolutely smooth and quiet. No shake or tremble.

The Best Money Can Buy.

A cleaner that cleans at a minimum expense for power used. A machine that can be depended upon to do the work required of a separator as it should be done. It has many desirable features which are explained in our catalog.

We manufacture a full line of Elevator Machines. Send for catalog.

Invincible Grain Cleaner Company

Invincible Works,

SILVER CREEK. - - - N. Y.

REPRESENTED BY

W. J. Scott, 94 Traders Bldg., Chicago, Ill.
 Edw. A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
 Chas. H. Scott, Nicollet Hotel, Minneapolis, Minn.
 J. N. Bacon, Balchorne Block, Indianapolis, Ind.



It's the Air Separations that Place Monitor Grain Cleaning Machinery AT THE HIGHEST POINT.

MONITOR Elevator and Warehouse Grain Cleaning Machinery produces the most perfect work and the most work with the minimum amount of power.

The MONITOR AIR SEPARATIONS are exclusive features of the Monitor Grain Cleaning Machinery that make it the best.

There are other features that contribute to the Monitor Superiority, knowledge of which will point the way to the highest success for YOU.

Monitor Warehouse and Elevator Separators, Monitor Dustless Seed Separators, Monitor Dustless Oat Clippers and Monitor Packers of all kinds are some of the Monitor Money makers about which you had best write to-day.

HUNTLEY MFG. CO., Silver Creek, N. Y.

GRAIN DEALERS JOURNAL

Published on the

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BY THE

GRAIN DEALERS COMPANY

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CHARLES S. CLARK, Manager.

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Advertising Rates:

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., JUNE 25, 1903.

HOT CORN has not been discussed fully at any meeting of grain dealers this spring, simply because the question was entirely too hot to handle.

REPORTS of collapsing elevators will soon add grief to the country barn builder and his sympathizing friend, the grain dealer who insists on having a cheap house.

THE RAIDS of offices of the members of the Chicago Board of Trade are no more and many offices of the great bucket-shop keeper about the country are being closed.

JULY OATS, through the help of frequent rains, cornered the market last year and judging from the amount of precipitation recently, the offense may be duplicated this year.

OHIO grain dealers are still struggling with the bag question. Gaining headway? Yes. Nearly half of the state has agreed to stop the pernicious practice, but a few perverse dealers in different sections still clog the wheels of progress and tax their own bank account needlessly and spitefully.

A MOVEMENT is under way to hold a conference of the delegates from the important grain exchanges of the country for the purpose of discussing subjects of mutual interest. Improvements surely could be made in the business methods through joint action, which will result in great benefit to all identified with the trade. It is not intended that the conference shall discuss one cent letter postage, government ownership of railroads and other

matters of national importance, but of no special or direct interest to exchange members.

BY ENTERING the implement, live stock, lumber, coal, banking, salt and tile business the grain dealer antagonizes those making a specialty of the line he usurps and encourages them to help establish other grain businesses.

SHIPPERS who lost grain by selling to the Southern Indiana Grain Co., of Sellersburg, Ind., will find some information of interest in the address of President Reynolds of the Indiana Grain Dealers Asso., in "Letters from Dealers" and in our Indiana news column.

FIELD SEEDS to the extent of 38,000,000 packages are now being distributed among the farmers, who farm the votes of the city wards. Each year this offense is repeated without benefit to the recipients and at great expense to Uncle Sam, but the members of Congress insist on the distribution, so it is done. It seems hard to break away from an old practice although every one admits that it is wrong and useless.

NEW YORK has not yet voted \$101,000,000 for the improvement of the Erie Canal, but the Illinois Central Railway is providing every facility that money can secure to attract grain to New Orleans. The trunk lines interested in our export grain going via New York will of course have the advantage of cheap water transportation from Duluth and Chicago to Buffalo, but eventually the grain must seek a cheaper outlet than New York affords.

NEBRASKA now has rules governing the grading of grain at points in that state where the volume of business seems to justify the employment of inspectors and weighers. That every dealer will avail himself of this opportunity to have his grain weighed and graded by disinterested parties is somewhat doubtful, yet there is no harm in making an effort to satisfy the outside trade and this is the purpose of the recent action of the Nebraska Association.

AT A meeting of the American Association of the local freight agents recently, considerable time was given to the discussion of the best methods of securing the return of temporary grain doors. One of the first things we would suggest would be that the grain doors be made stronger. Then they are not so likely to fall to pieces when grain is unloaded from car. The same kind of material is used now in the construction of grain car doors as was used in the day of the 30,000-pound car, which is one of the reasons that shippers insist upon using double doors. In fact they occasionally use three and then are unable to prevent the door's bulging out and car's leaking. If the railroad employes who have to do with the equip-

ment of cars would spend some time in the railroad yards, they would be able to deal more practically with the problems which daily confront them.

WATER in boots was a very common complaint with the elevator men in Nebraska and Kansas two weeks ago. In fact the water kept many houses shut down for a couple of weeks. Houses, equipped with deep boot tanks did not experience much trouble, but, sad to relate, most of the elevator boots were incased only in shallow boot pans which were not high enough to keep out the water. Boot tanks are more expensive but they are also more effective.

IT IS somewhat remarkable that so many of the farmer organizations should have business men among their active promoters. The average business man is shrewd enough to see that if he treads upon the toes of the regular grain dealer at his station, the regular grain dealer will be very likely to resent the punishment in an effective manner. It is far more profitable and no doubt more satisfactory for those engaged in different lines of merchandise to stick closely to their own line and let the grain business alone.

FIRE-PROOF grain storage houses adjacent to convenient working houses seem to be the rule of the day. Many modern working houses erected during recent months have been greatly improved by the construction of fire-proof storage near by. In some cases two or three additions of storage bins have been erected without increasing the fire hazard or the cost of insurance on grain or buildings. The storage capacity of such a plant is limited only by the handling capacity of the working house, which of course can also be increased at small cost.

WHEN No. 3 corn is made deliverable on No. 2 contracts at a penalty of even 5 cents, corners will not be very frequent, country elevator men will have no fear to hedge against their holdings and the bulls will be afraid to show their horns lest the cash grain men swamp them with large offerings of the real article. The making of No. 3 corn deliverable on No. 2 contracts sounds very nice and surely would be a great boon to country shippers should any one corner the market, but were such a rule in force a corner or even a bulge could not last many days.

FREE STORAGE for ten days for grain sent to public elevators in Chicago has been proposed recently; but, inasmuch as the public elevator men insist that they are not making expenses at the old rate and ask for an increase, a change is not likely to occur this year. In some markets free storage is given for the first ten days and no doubt it encourages the sending of much grain to public elevators, that would not go there if storage was charged. Most of the large public

elevators are owned by the railroad companies, and it would seem that a free storage period of ten days would surely release cars more promptly and prove doubly beneficial to carriers.

NEBRASKA grain dealers at their annual meeting provided for an arbitration committee with authority to draft rules and regulations for its own work, which should be good news to every fair-minded dealer doing business in the state. Arbitration has proved very satisfactory to every one of the organizations which have so far adopted it, and trade differences have been settled promptly, economically and peacefully. It would seem good policy for the arbitration committees of the different associations to recommend each year to the National Association the adoption of rules in which are incorporated the essence of the decisions of the arbitration committees. The frequent publication and reiteration of such rules will serve as a guide for dealers who are in doubt as to their own rights in different trade matters and help them to a clear understanding of what is trade custom. The publication of decisions of the different arbitration committees must help to educate every reader to a clear conception of his own rights in every trade difference.

THE HEAVY losses of grain in Kansas City seem certain to result in endless litigation, involving the shippers, the railroads, the commission men and the buyers. Fixing the responsibility upon the carriers is thought by some to be an easy matter, but, as at Galveston, the railroads are again seeking to gain relief from responsibility in the clause of bills of lading which explicitly relieves them from responsibility for the losses due to insurrection or act of God. It is maintained by some Kansas City lawyers that carriers had ample notice of the coming flood. In fact it did not reach Kansas City for two days after high water was reported in Kansas. Had the railroads expected the flood to attain the proportions it did, no doubt they would have removed their cars and contents to high ground. They are duty bound by law and the provisions of their own contract to exercise diligence in the care of freight intrusted to them. If they have neglected to do this, and it does seem that they were very negligent, then they are the ones to blame for the loss of the 700 cars of grain washed away or destroyed by the floods at Kansas City. As yet no reports have been issued to the effect that the railroads took any precautions whatever to prevent the destruction of freight by water; while others did take precautions and make an attempt to prevent the destruction of their property. The railroads of East St. Louis did not expect the flood to reach the proportions it did, but the frequent warnings of the weather department and the daily reports by the newspaper agents would seem sufficient warning to them to remove all property to high ground. The great loss occasioned by the overflow of the low lands at East St. Louis is conclusive proof that the railroads were negligent and of course were entirely responsible for loss of property. The commission men to whom grain was consigned for sale at Kansas City act in the capacity of an agent for the shipper and are in no wise responsible for the loss. Even though negligence can be proved against them the courts would not hold them liable to an employer for damages. His services can be dispensed with, but no other punishment administered.

Letters From Dealers

EXORBITANT FREIGHT RATES.

Grain Dealers Journal: Until within the last year the railway companies were anxious and ready to haul the farmer's corn and oats from the Missouri River to the Mississippi River for 5c per cwt., or to Chicago for 11c when proportionals were used as locals, and they prospered regardless of the several short crops just past.

Their first taste of blood commenced with what appeared to be a very innocent move in behalf of the suffering public, when the railway companies put out their notice of a general arrangement with the "Car Service Association" (a trust) whereby they would protect the public from the car abuse by charging \$1 per day for each car detained over 48 hours to load or unload, "rain or shine." And to make it more pleasant to take, we were promised "much better service," and that they would be very good about refunding money promptly when accompanied with good cause for delay. It's easy; the formality is very much the same as getting a pension.

Now that the public has showed its power of endurance without a murmur, while the railways have increased their earnings many thousands, tho I doubt if railway history has ever shown as poor service in recent years as we have received in the last six months, instead of increasing their service they have rewarded the public with increased freight rates again and again until the present rates now stand 11 cts. to the Mississippi River and 16 cts. to Chicago.

This means a difference to the farmer of about \$30 per car on corn, or equal to an increased tax of \$1.50 per acre on corn. But they have not stopped at this.

The latest move is they have raised the minimum weights now to a point to where in many cases their cars will not hold the amount required.—Geo. D. Henry, Fairfield, Ia.

DUAL NEW ORLEANS INSPECTION.

Grain Dealers Journal: At the annual meeting of the Illinois Grain Dealers Asso., at which our supervising inspector, J. E. Robinson, was present, the question of a dual inspection at New Orleans was discussed and a resolution finally passed, giving strong expression on the part of the grain dealers that only one system of inspection be maintained at New Orleans. I would say in this connection:

The New Orleans Board of Trade was created over twenty years ago and includes in its membership the bone and sinew of the commerce of our port and all branches thereof, from the smallest dealer in fruits and provisions to the largest exporters. All financial institutions and even professional men hold membership in the organization which has a roster of nearly 550 members.

The Board of Trade, as well as the Maritime Exchange, are naturally working in the interest and towards the development of the commerce of our port, but while the latter represents merely a branch of our commerce, the Board of Trade may be called the mouthpiece and impetus of our whole commercial activity.

Somewhat over a year ago, a feeling of estrangement between the two commercial bodies was created by the attempt of the Maritime Exchange to get control of the grain inspection which has been for nearly twenty years, and still remains, under the supervision of this Exchange. Recent developments have proven conclusively that a mistake was made to change the inspection service by transferring it from one body to the other, and the grain shippers have since come to the conclusion that they can receive an impartial treatment only from this Exchange (this has been the main strength of the inspection department of the Board of Trade since its incipency), and have given instructions to the elevators, transferring their inspections back to this Exchange.

Naturally, business at this time of the season is very dull, but instructions received from the various shippers justify the assertion that the Board of Trade is again in control of at least three-quarters of the inspection business.

There is no question that a dual inspection is not conducive of good, and it is hoped that even the few shippers who are still holding out with the Maritime Exchange will quickly realize this and return to our inspection department.

In making this assertion I am prompted by the experience gained during the inspection fight, of which I have, unfortunately, been part and parcel, and I sincerely hope that the fight will soon be a thing of the past.—Yours very truly, Fred Muller, secy. Board of Trade, New Orleans, La.

Asked— Answered

INFORMATION REGARDING THE SOUTHERN INDIANA GRAIN CO. WANTED.

Grain Dealers Journal: I understand that some grain dealer has been writing up the so-called Southern Indiana Grain Co. They owe me for a car of hay worth \$150.75.

This company is operating at Sellersburg, Ind., and the so-called Exchange Bank of that place is "O. King" them. Will others please tell me what they know about them?—A. J. Kelly, Rockwell, Ia.

WHO IS LIABLE FOR LOSS BY FLOOD?

Grain Dealers Journal: When a shipper at a country elevator has loaded a car in good condition and given it into the care of the railroad company, is not the railroad responsible for its safe arrival at destination? It seems to me the shipper ought not to bear the loss that occurs after the car has left his control. Does it make any difference in the liability of the railroad company whether the damage happens in transit, or after arrival at destination?

A car of wheat was shipped to Kansas City and while standing on track a great flood came, rising far above the floor of the car. The car had been consigned to a commission merchant.

It seems to me the railroad had notice of the probable flood in time enough to have removed the car to a place of safety.—Kansas Shipper.

Midsummer Meeting of Indiana Grain Dealers.

[Continued from Page 633.]

in this house but would say that the farmer ought to have a fair profit. They ought to have a price that would pay for all their labor with a fair profit. If there is any reason why they should not have that price I would like to know it.

Mr. Wellington: It would be impossible for the farmers of this country to set any price on wheat. We have to be governed by the world's supply. The wheat crops of Argentina and Australasia have come to be strong competitors with American wheat in the foreign markets.

H. L. Combs: The foreign markets depend on American wheat to such an extent that they have to pay whatever American wheat is worth. They can't do without it.

Pres. Reynolds: I am afraid if we let this discussion run we will soon have involved the whole question of political economy. I want to say in response to Mr. Doudna that we were in earnest in our invitation to the farmers. If there is anything the Indiana Asso. is striving for it is to bring the middleman, or the grain man, and the farmer together. We are striving to get them together and eliminate bickerings and fighting, but it is a hard campaign. I will say to Mr. Doudna, and I would say to any number of farmers, that they want to dispel the idea that everyone is trying to do them. If they would come here I think they would believe that the grain man is in a sense their servant, and that we are striving to conduct an upright and honorable business. I don't think that an honest motive ought to be questioned. Mr. Doudna, I want you to tell the members of your asso. what your honest opinion of this organization is.

Prof. Donda: I want to say that I shall certainly take great pleasure in saying to every farmers' meeting that I will attend, that I believe this grain dealers' asso. is entirely honest and I will say to them as I say to you, that you ought to go hand in hand, and I think any organization that we might have or you might have ought to go hand in hand.

Prof. Wiancko called attention to the bulletins issued by the Agricultural Station and stated that anybody could receive the bulletins as issued by sending in a request for them to the station at Lafayette.

E. H. Culver, Toledo: What is a remedy for destroying weevil.

Prof. Wiancko: Take a glass of carbon bisulphide and place it on top of a pile of wheat, which is within an enclosure, and the fumes will penetrate downward, as they are very heavy, and will kill all animal life in the grain. It is not necessary to have a roof over the grain, but the sides must be airtight. The fumes are very heavy and penetrate downward. The sides must be enclosed so as to keep the fumes from spreading out away from the grain.

Mr. Culver: What do you consider the best quality of wheat to be raised in Indiana?

Prof. Wiancko: From the experiments conducted at the Experiment Station Velvet Chaff has been judged the best milling wheat. Michigan Amber is a little harder than Velvet Chaff.

Pres. Reynolds: The asso. will print and distribute report of Prof. Wiancko's lecture to all who want a copy and will charge only for the cost of printing.

Prof. Wiancko: I would like to say

something in regard to what the grain dealer can do in the way of encouraging the farmer to select his wheat. The average farmer takes very little care in selecting his wheat. Wheat is separated into the light, medium and heavy weight varieties. Out of the average of the total tests conducted with the three varieties, the light weight produces something over 21 bushels per acre, medium weight about 25 and the heavy weight seed produces over 28 bu. per acre, making a difference between the light and heavy seeds of 7 bushels per acre. That shows what selection will do to increase the yield. The average farmer cannot be expected to do anything in the way of breeding or even taking out good wheat and planting it in single hills by itself as the experiment stations do, planting a single kernel to every 4 inches. Every farmer has not time for these matters, but he has time and it would pay him well to have some way to select the best wheat. My father used to select his wheat, before fanning mills were made, in this manner. He used to go to one end of a long barn floor and take up the wheat in a long shovel and throw it against the wind. He used for seed only, the grain that went the farthest against the wind. Now this is generally done by fanning mills, but this old manner is a very good one. Every dealer ought to be interested in inducing the farmer to improve the quality and quantity of his wheat.

J. W. McCardle: I move that a vote of thanks be extended to the Professor for the lecture he has delivered and for the very interesting talk on the improvement of wheat and that this asso. extend a very cordial invitation to have him attend and talk to us at our annual meeting, which will be held about the first of the year, on the subject of corn. The motion was seconded and carried.

Prof. Wiancko: I appreciate very much the spirit of this meeting. I assure you that it has been a great pleasure to be here. If I have said anything that has helped you in any way or that will encourage you to do something in wheat improving, I have been more than repaid. I appreciate, very much, the reception given me by this meeting.

The meeting adjourned sine die.

New St. Louis Rules.

Members of the St. Louis Merchants Exchange vote, June 25, on the adoption of the following new rules:

On all deliveries of grain, and millfeed received by rail and sold for cash, not less than 40,000 nor more than 70,000 lbs. shall constitute a carload. Deliveries must be made of original cars as received.

When elevator receipts have been blocked, and it is desired to return same to car lots, or other amounts, new receipts shall be issued by the elevator companies in such amounts as may be desired by the owner, but if for delivery on cash sales, then 900 bus. of wheat, corn, rye or barley and 1,300 bus. of oats shall be considered a carload for such delivery.

On all lots of sack grain received by river and sold in bulk as car lots, a car lot shall be understood to consist of not less than 700 nor more than 900 bus.

On all carloads of grain, sold for future delivery, 900 bus. shall constitute a carload of wheat, corn, rye and barley; 1,300 bus. a carload of oats and 40,000 lbs. a carload of millfeed.

Any excess shall be settled at the cash value on day of delivery, but the number of cars called for by the contract, or the equivalent in bus. must be delivered.

In case of non-delivery of property, the basis of settlement shall be to the carload, nine hundred bus. of wheat, corn, rye and barley, 1,300 bus. of oats and 40,000 lbs. of millfeed.

On sales made for prompt shipment, the property must be shipped within 10 business days after day of sale; on sales for quick shipment, within 5 business days after day of sale; on sales for immediate shipment, within 3 business days after day of sale. In the absence of specific agreement as to time of shipment, the property must be shipped within 15 business days after day of sale. In computing the days specified for shipment, Sundays and legal holidays at point of shipment shall be excluded.

Rhode Island Dealers Meet.

The newly organized Rhode Island Grain Dealers Asso. held a meeting June 10 at the Crown hotel, Providence. Three new members were admitted, one of whom, Congressman Adin B. Capron, spoke as follows:

I feel it is well for us to recall some of the past history of the grain and hay business in this state and in this vicinity. We ought to have had this asso. long ago. Great good is sure to result from a gathering like this.

The grain business is peculiar in its business dealings among men. I presume there is a great tendency in this business to sell cheaper than your competitors, even if you sell for less than the goods cost you. I plead guilty.

I look back probably longer than most present. I remember Seth Adams had a large grain establishment on South Water street.

When he died they said his estate would amount to more than a million dollars. Spellman & Metcalf and others also retired with ample property. I remember Jesse Sweet's motto was 'Live and Let Live.' He also retired with a fortune.

But we who have come later have failed to accumulate the fortunes of those earlier men. It is true that we have made a living, because we have lived, but we have failed to see our name among the Rhode Island millionaires.

The trade will be better off if there is a little more stability in our prices than there has been in the past. It would not be proper to bind ourselves to a hard and fast rule regardless of circumstances, but we should have a better understanding regarding selling prices as related to cost and those to whom we sell will not be in the least degree harmed. We New Englanders are apt to follow ruts and do things the way we did yesterday.

Wendell P. Hale told of the early history of the grain business. The building of the bridge across the Hudson river enabled the western shippers to ship grain into New England in bulk, which killed the Providence trade. During the war Providence shipped grain to all parts of northern New England. Today there are very few large wholesale stores in Providence.

S. S. Rich said that patience and tact were required to deal with the business as it existed at present. It was hard to draw the line between the retailer and the wholesaler. He said he was in favor of some sentiment that would enable the dealer to charge a fair profit on the goods sold and the capital invested.

Mr. Hurd objected to such a plan in Providence until 90 per cent or more of the dealers had been taken into the asso. It was too young as yet for such a plan.

W. S. Fifield said he objected to an iron-clad agreement at this time.

The officers of the asso. are: President, W. A. H. Grant; vice president, W. S. Fifield; secretary, F. L. Davenport; treasurer, John Peck; executive committee, S. S. Rich, G. R. Forsythe and George Hurd.

Annual Meeting of Nebraska Grain Dealers

The annual meeting of the Nebraska Grain Dealers Asso. was called to order in the banquet hall of Lindell Hotel, Lincoln, Wednesday, June 10, at 2:20 p. m., by Pres. Geo. S. Hayes, of Hastings.

Secy. A. H. Bewsher read the minutes of the last annual meeting, which were approved.

Secy. Bewsher read the following report of the Warehouse Committee:

WAREHOUSE COMMITTEE REPORT.

Your committee to whom was referred the question of improved warehouse laws in the interest of the grain dealers of this state, beg to report as follows:

Shortly after the adjournment of our last annual meeting, your committee proceeded to acquaint itself with the warehouse laws of this and some neighboring states; secured copies of these laws and submitted them to an attorney for comparison. An opinion as to what should be embodied in such a law from a banker's standpoint, was secured from Mr. C. F. McGrew, Vice-President of the Omaha National Bank, who addressed you upon the subject of warehouse laws at our last annual meeting. The result of your committee's effort, can be briefly stated in submitting the opinion of F. M. Hall, an attorney at Lincoln:

Gentlemen:

May 23, 1902.

Referring to the letter of the 8th inst. of C. F. McGrew of the Omaha National Bank to your Mr. Levering, and also to a conversation recently had with Mr. Levering, relative to warehouse receipts, would say that I do not see how it is possible to strengthen the law and make warehouse receipts better security than they are now without requiring said receipts, in order to be a valid lien as to other creditors, to be recorded in the respective counties where the warehouse in which the grain is stored are located. The law at present makes warehouse receipts negotiable instruments and gives to the holders thereof a first lien as to all subsequent purchasers, and creditors, or any person interested therein, from the date of issuance of such receipts. To be sure if B were to issue warehouse receipts to A on the first day of June, but prior thereto he had issued receipts covering the same grain to C, then A would have no protection as against C, except to enforce the criminal law against B for having incumbered the property a second time with warehouse receipts.

It seems to me that sections 13 and 14 of Chap. 92 of the Compiled Statutes of 1901 are about as full, stringent and complete as they can be made, and the only way that I can conceive of making the holder of one of these warehouse certificates absolutely safe is by the recording act. This would give the holder of the warehouse receipts absolute security, because he could always tell by an examination of the records whether or not any prior receipts had been issued. His lien would date from the day of recording the same, as to all subsequent creditors. It is barely possible that upon a more thorough consideration and further discussion some way might appear by which the result might be accomplished, but it does not occur to me at this time.

Mr. McGrew's letter is herewith returned.
Yours truly,
F. M. Hall.

You will note that it is Mr. Hall's opinion that present laws on the statutes of this state, if applied, are sufficient to protect all interests. His only suggestion of improving the law, provides for the recording of the act or lien. It is this necessity that in the opinion of your committee, makes it of little value, owing to the natural timidity of dealers in wishing to go on record as having given a chattel mortgage on any part of their belongings.

In view of these facts, your committee did not feel justified in proceeding further without first submitting the matter to you for consideration, and in fact it was difficult to discover how to proceed so as to improve upon present laws, without embodying this, in the mind of the committee, objectionable feature.

The report was adopted.

Secy. Bewsher gave a resume of the

report of the Insurance Committee, which was printed and circulated several months previous to the meeting.

Secy. Bewsher read the following report of the Excursion Committee:

EXCURSION COMMITTEE REPORT.

Your committee regrets to report its inability to complete arrangements for an excursion to be conducted by the association, for its members, their families and intimate friends. At our 1902 annual meeting, you created this committee with power to act. Early in December they met and decided upon a trip to New Orleans and return; secured all the necessary figures and information, and completed the work as far as possible, until the wishes of the members were further known. In January the committee instructed the secretary of the association to issue an inquiry to learn whether or not the required number of participants could be secured. Owing to the car situation, many who desired to make this trip hesitated committing themselves until the outcome of that situation was known. As a result, few if any commitments were secured. Later a second inquiry was issued and then a third, with the result that all told, about 100 excursionists and probable excursionists were secured. This number was insufficient to justify your committee in continuing arrangements. It was necessary that a party of 165 to 175 make the trip, and of these, it was required that at least 135 commit themselves before final arrangements were completed. As you know, the stringency in the car situation continued throughout the winter and prevented the final completion of the arrangements.

It is the opinion of your committee that under normal conditions, this trip is desired by the majority, and that this failure does not indicate a lack of interest in the matter. The trip arranged for, would have been a most pleasant one, as it was the intention to make a day stop at St. Louis, one day at Memphis, and a day and a half to two days at New Orleans, going; returning, part of a day at Hot Springs, Ark., and one day at Kansas City. In all, a nine days' trip. There was little doubt in the minds of the committee, but that special entertainment could have been arranged for at these various cities, with the commercial bodies of these cities.

Your committee believes, that if it is still the desire of this body that such a trip be made, with the information at hand and data already secured, and the fact that next year there will be no legislature in session to handicap the work, that if other conditions are normal, such a trip could be made to the advantage and pleasure of all participants.

The report was received and the committee continued.

Secy. Bewsher read a special report of the Governing Committee. The report was adopted and the action of the Governing Committee endorsed.

Treasurer Bewsher read the Treasurer's annual report, which was adopted.

TREASURER'S REPORT.

Receipts—
Balance on hand April 1, 1902.....\$1,873.95
Dues 4,568.56
Fees 120.00
Advertising 372.65
Interest 12.50

Total\$6,947.66

DISBURSEMENTS.

Office furniture (rotary)\$ 44.00
Telephone and Telegraph 161.26
Printing 425.88
Office supplies 109.40
Collection and Exchange 19.23
Office rent 150.00
Postage 402.29
Expense Warehouse Committee 4.50
Expense Insurance Committee 21.00
Expense Governing Committee 2.50
Stenographer's salary & extra help. 508.10
Secretary's traveling expenses 312.05
Secretary's salary 2,895.81
Balance cash on hand April 1, 1903.. 1,891.64

\$6,947.66

In addition to the above, there is outstanding:

From advertisers\$ 16.50
Interest on \$1,500 for 6 months..... 15.00
Balance on hand as above..... 1,891.64

Making total cash reserves\$1,923.14

Secy. Bewsher read the annual report of the secretary, from which we take the following:

SECRETARY'S REPORT.

I take pleasure in submitting this, my fourth annual report, the fifth of the association since its re-organization. Without reviewing trade conditions of the past year, and of which you are all no doubt thoroughly familiar, I will pass to the business of the association with only a statement that perhaps no previous year has given your organization so excellent an opportunity to prove its worth to you in guarding your interests, as has the past one.

The crops of the past year have been normal from the bushel standpoint, but regrettably below normal from the standpoint of grades. But for this latter fact, a greater degree of harmony throughout the state would have been possible, although considering existing conditions, most sections of the state have hardly known as harmonious a condition in years past, as that during the year just ending.

MEMBERSHIP.—The membership and elevator representation of this body has reached a point greater than that ever enjoyed by any association with the same amount of material to work upon. On April 1st, our members numbered 281, representing 864 elevators. This is about 91 per cent of the elevators available in this state. There have been a few withdrawals because of retirement from business or for other causes; a few suspended for non-payment of dues, but a lesser number for this cause than during any previous year, and no expulsions. Leaving a net increase during the past year, of 189 elevators—a gain of 28 per cent over last year.

FINANCES.—You will note from the Treasurer's report that the finances of your organization are in a most healthy and prosperous condition. As it is, actual cash on hand increased \$18, which, together with two items outstanding for advertising, and interest on \$1,500 on hand, both of which items were due but not collected, shows a net increase of about \$50. The total assets of the association, including furniture and fixtures, therefore amounts to about \$2,100 to \$2,200.

CLAIMS AND COMPLAINTS.—Notwithstanding the very trying condition of the crops, there has been fewer complaints, one member against another, than would have been expected, and perhaps no greater number than that of the year before, when the crop was nearer a normal condition. There has been an increased number of complaints, however, from receivers against country members of our association for differences on balances due them. As a result, your Governing Committee, which acts as a board of arbitration, has been called upon to decide more cases of this nature than has a similar board connected with this association ever before. In my recommendations which will be recited to you later, I make a suggestion with reference to this branch of the work. I believe it is growing so important as to demand other than the crude arrangements this association has now in effect.

LOCAL MEETINGS.—Fewer district meetings have been held during the past year than perhaps during any previous one. This has been partly as a matter of policy, and partly from the inability of your secretary to get around, owing to his almost constant attention required at Lincoln during the past winter. It was therefore deemed advisable that with the present system in vogue, that meetings be held only when absolutely necessary between crops, and always previous to the beginning of any new crop movement. It therefore devolves upon the members to keep this office closely informed as to the needs of their section in this respect, and whenever a meeting is desired, it will be held. In the meantime, your secretary believes it better policy to visit personally points in trouble and try to adjust those troubles between the dealers concerned, rather than call a meeting of that division unless many are involved in the difficulty.

LITERATURE.—Following the usual custom, there has been the usual number of bulletins—general, confidential and crop—issued during the past year. These are necessary to keep the dealers in touch

with the work as it progresses, and they will be continued as in the past.

REPORTS OF COMMITTEES.—Much of the usual matter embodied in this report, has been omitted for the reason that at your last meeting, special committees were appointed to take charge of branches heretofore conducted through the secretary's office. These committees were known as the Legislative, Warehouse, Insurance and Excursion Committees, all of which have reports ready for submission.

RECOMMENDATIONS.—In view of the fact that Sec. 1 of Art. 3 of our by-laws, referring to the secretary's salary, is inconsistent with the present salary paid that officer, and believing that any stipulated amount may at times, prevent your Governing Committee from exercising the best judgment in handling that office, and believing that your Governing Committee will at no time pay a salary out of proportion to the ability of the officer employed, and as all or mostly all other associations leave this matter in the hands of their directors, I would suggest that instead of this article as it reads now: "The secretary's salary shall be left to the discretion of the Governing Committee, provided only that the amount shall not exceed \$2,500 per annum," be changed by striking out the last clause therein, and leaving the section then reading: "The secretary's salary shall be left to the discretion of the Governing Committee."

I would also suggest that in view of the number of cases that are annually submitted to the secretary's office, requesting arbitration of differences, arising between one member or another, or between receivers, members or non-members, and a member, that you appoint a committee to be known as arbitration committee, this to be a standing committee, and with power to draft rules and regulations for the conduct of that committee's work. By investing them with authority to draft and adopt these rules, you take no chances of an injustice, for the committee will be composed of your own members and they have various sets of arbitration rules to be guided by in the formulation of rules to govern their action. Then, too, you save the delay and incomplete work usually resulting from an attempt to formulate rules as extensive as these must necessarily be, at one sitting.

In conclusion, in my own behalf and that of the other officers of the association, I beg to thank you for the kindly consideration and very able assistance rendered us during the past year. Without a liberal spirit of co-operation on your part, little can be done for you, and consequently less success attained for the organization. I feel sure that a continuation of this spirit on your part, will be the means of making still more extensive improvements in the trade, for there is much opportunity for improvement, and new opportunities continue to arise. Each crop brings out its own conditions, and those conditions need a concerted pull in order that you may secure the best results.

The report was adopted as read.

Pres. Hayes endorsed the secretary's recommendation for amending the bylaws so as to remove the restriction as to the amount to be paid the secretary.

E. J. Tucker: I move that the selection of the secretary, and the amount of his salary, be left to the Governing Committee. Seconded.

G. J. Railsback: I move to amend by limiting the salary to \$2,500 per year. The second was withdrawn and Mr. Railsback withdrew his motion.

Mr. Bewsher was called for and announced that he was not a candidate for re-election. "It is with deep regret that I sever my connection with the asso. You have treated me with kindness and consideration, and given me the opportunity to develop and prepare for new labors. I have enjoyed my work with you."

C. Kellner: I move to amend by limiting the secretary's salary to \$3,500.

The amendment was lost, 39 to 35.

Mr. Tucker withdrew his motion.

Art. III, Sec. 4, was amended to read as follows:

Sec. 4. The election of officers, except the Secretary-Treasurer, shall be held at the regular meeting in April of each year, and they shall hold office for the term of one

year or until their successors are duly elected and qualified.

Art. IV, Sec. 5, was amended to read as follows:

Sec. 5. The Governing Board shall have power to appoint or remove the Secretary-Treasurer and to look after the interests of the Association between all meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the Association, investigate all complaints that may come before them and work for their adjustment, make an annual investigation of the books of the Secretary-Treasurer, act as a

THURSDAY MORNING SESSION.

The morning session was called to order at 10:05.

Secy. Bewsher read the report of the Legislative Committee.

A legal opinion of F. M. Hall declaring the Ramsey elevator law unconstitutional was read.

The report was adopted.

A vote of thanks was tendered the Legislative Committee.

T. W. Worrell supplemented the report



Vice-President C. Hunter,

Ex-Secy. A. H. Bewsher.

President J. W. Holmquist,

board of appeals and have all other powers delegated to them by this Constitution and By-Laws.

C. Kellner moved to amend Art. III, Sec. 1, of the By-Laws to limit the secretary's salary to \$3,500.

Mr. Bewsher moved as a substitute to limit to \$2,750. Substitute was lost.

Original motion was lost.

J. Tighe: I move that the Constitution be amended so as to provide for the appointment of an Arbitration Committee of three to be appointed by the President. Carried.

Nominations of members of the Nominating Committee, one for each railroad, were called for and the following were elected: Jas. Bell, Union Pacific; C. W. McConaughy, Burlington; W. B. Hoyle, Rock Island; F. P. Lint, Mo. Pacific; T. W. Smith, Grand Island; N. B. Updike, Elkhorn; C. E. Ohlson, M. & O.

Secy. Bewsher read an appeal for funds for the benefit of Kansas flood sufferers from the secretary of the Kansas Grain Dealers Asso.

Mr. Railsback: I move that a committee be appointed to take up a collection to be forwarded to the Kansas flood sufferers. Carried.

Mr. Railsback was appointed. He selected deputies and \$74.24 was raised.

F. D. Levering: I move that a committee of three be appointed to draft rules and select official weighmen and inspectors in Nebraska cities where the amount of business will justify it.

The motion was carried and the President appointed Mr. C. W. McConaughy, T. D. Levering and J. W. Holmquist a committee to present the matter at Thursday's session.

Adjourned to 9:30 Thursday.

and asked that the members of the Asso. be included in the vote of thanks.

The following report of the Committee on Weighing and Inspection was read by the secretary:

REPORT OF COMMITTEE ON INSPECTION AND WEIGHING.

Your committee report the following rules and regulations to govern the matter of inspection and weighing under the authority of the Nebraska Grain Dealers Asso.

Section 1. It shall be the duty of the governing committee immediately after each annual meeting of this asso. to appoint three members of the asso. to constitute what is known as the Weighing and Inspection Board, who shall hold office for one year or until their successors are appointed and qualified. Vacancies shall be filled by the governing board.

Section 2. It shall be the duty of this board to appoint the inspectors and weigh masters at such points in this state where applications are made for same and such applications are accompanied by petition asking for such appointment signed by not less than twenty members of this asso.

Section 3. The office of Weigh-master and Inspector must not be filled by one and the same person.

Section 4. Each inspector and weigh-master so appointed shall, before entering on his duties, execute a bond to this asso. in the penal sum of (\$1,000) one thousand dollars, for the faithful performance of his duty, such bond to be filed with the secretary of this asso.

Section 5. It shall be the duty of each weighmaster to weigh carefully and correctly the grain in each and every car weighed, to keep a record of the same and to issue certificates therefor. It shall also be his duty to keep his scale in proper order.

Section 6. It shall be the duty of the inspectors to carefully sample and inspect every car of grain, to keep a record thereof, and issue certificates therefor, stating thereon the grade and test, weight of grain in the car, according to the inspection rules adopted by this asso. and in effect at the time the certificates are issued.

Section 7. The maximum charges adopted by this asso. for the inspection, weighing and sampling of grain are as follows:

Inspection on arrival twenty-five cents per car.

Inspection out of elevator twenty-five cents per car.

Weighing charges the same.

Ten per cent of the total amount collected by all weigh masters and inspectors shall be paid into the treasury of this asso.

Section 8. It shall be the duty of the Weighing and Inspection Board to adopt a suitable form of certificates to be used by all its inspectors and weigh masters.

Section 9. Any duly authorized inspector or weighmaster who shall be guilty of neglect of duty, or who shall knowingly or carelessly weigh or grade any grain improperly, or who shall accept any money, or other consideration, directly or indirectly, for any neglect of duty as such inspector or weigher shall be deemed guilty of a fraudulent intent, and upon conviction thereof, shall be fined in any sum not to exceed one hundred (\$100) dollars and be dismissed from the service of this asso.

Rules and regulations governing the inspection of grain authorized by the Nebraska Grain Dealers Asso.:

RULE 1.—WINTER WHEAT.

No. 2 red to be sound, well cleaned, dry red winter wheat, weighing not less than fifty-nine pounds to the measured bushel.

No. 3 red. To be sound, reasonably clean red winter wheat, below No. 2 red, weighing not less than fifty-six pounds to the measured bushel.

No. 4 red. To be thin, bleached or tough red winter wheat, reasonably sound, and unfit to grade as No. 3 red.

Rejected red winter. All damp, tough, very musty, very smutty, trashy, dirty, damaged, or thin wheat of red winter variety falling below No. 4 red.

Hard Winter Wheat.

No. 2. To be sound, dry and clean hard winter wheat, and to weigh not less than fifty-nine pounds to the bushel.

No. 3. To be sound and reasonably clean, hard winter wheat, and to weigh not less than fifty-six pounds to the bushel.

No. 4. To be reasonably sound, thin, tough or bleached hard winter wheat, unfit to grade No. 3 hard.

Rejected hard winter. All damp, tough, very musty, very smutty, trashy, dirty, damaged or thin wheat falling below No. 4 hard.

Spring Wheat.

No. 2. To be bright, sound spring wheat, reasonably clean, weighing fifty-seven pounds or more to the bushel.

No. 3. To include all dry and reasonably sound spring wheat, not equal to No. 2, testing not less than 53 pounds.

No. 4 spring. All spring wheat not dry or sound enough, or too thin, bleached, shrunk or dirty to grade No. 3 spring.

White Spring Wheat.

No. 2 white. To be bright and sound white spring wheat, reasonably clean.

No. 3 white. To include all dry and sound white spring wheat below No. 2.

No. 4 white spring. All white spring wheat not dry or sound enough, or too thin, bleached, shrunk or dirty, to grade No. 3 white spring.

Rejected spring wheat. All damp, tough, musty, very smutty, trashy, dirty, damaged or thin wheat falling below No. 4.

Mixed Wheat.

All mixtures of spring soft and hard winter wheat shall be classed as mixed wheat and graded as follows:

No. 2 mixed wheat. To be sound, dry and clean, and weighing not less than fifty-nine pounds to the bushel.

No. 3 mixed wheat. To be sound and reasonably clean, and not to weigh less than fifty-six pounds to the bushel.

No. 4 mixed wheat. To include all mixed wheat corresponding in quality to No. 4 of other classes of wheat.

Rejected mixed wheat. All damp, tough, musty, very smutty, damaged or thin mixed spring and winter wheat falling below No. 4 mixed wheat shall be graded as rejected mixed wheat.

California, Colorado, Washington, Idaho and Utah Wheat.

No. 2. To be sound, dry, well cleaned, pure white wheat, free of smut, grown in Colorado, Utah, California, Washington or Idaho.

No. 3. To be sound, dry, reasonably clean white wheat, grown in Colorado, Utah, California, Washington or Idaho.

Wheat of above description of lower grades to be classed on its merits as regular No. 4 or rejected.

Test Weights.

Each inspector shall ascertain as nearly as practicable the weight per measured bushel of every lot of wheat inspected by him, and note the same on his report, but he shall not be held responsible for variations in weight that may occur on re-inspection, unless negligence or fraud can be shown against him.

RULE 2.—CORN.

No. 2 yellow. Shall be seven-eighths yellow, sound, dry, and reasonably clean.

No. 3 yellow. Shall be seven-eighths yellow, reasonably dry, and reasonably clean, but not sound enough for No. 2.

No. 2 white. Shall be fifteen-sixteenths white, sound, dry and reasonably clean.

No. 3 white. Shall be fifteen-sixteenths white, reasonably dry and reasonably clean, but not sound enough for No. 2 white.

No. 4 white. Shall be fifteen-sixteenths white, not wet or in a heating condition, and unfit to grade No. 3 white.

No. 2 corn. Shall be mixed corn, sound, dry and reasonably clean.

No. 3 corn. Shall be mixed corn, reasonably dry and reasonably clean, but not sufficiently sound for No. 2.

No. 4 corn. Shall include all corn, not wet or in a heating condition that is unfit to grade No. 3.

RULE 3.—OATS.

No. 2 oats. Shall be mixed oats, sweet, clean and reasonably free from other grains.

No. 3 oats. Shall be mixed oats that are slightly damp, unsound, slightly musty, dirty, or from other cause unfit to grade No. 2.

No. 4 oats. Shall be mixed oats, not wet or in a heating condition, or from other cause unfit to grade No. 3.

No. 2 white oats. Shall be seven-eighths white, sound, clean and reasonably free from other grains.

No. 3 white oats. Shall be seven-eighths white but not sufficiently sound and clean for No. 2.

No. 4 white oats. Shall be seven-eighths white, not wet or in a heating condition, badly stained, or from any other cause unfit to grade No. 3 white.

RULE 4.—RYE.

No. 2. To be sound and reasonably clean, fifty-five pound test.

No. 3. To be reasonably sound and reasonably clean, unfit for No. 2.

No. 4. To include all musty, dirty rye, unfit for No. 3.

Rejected. Damp, dirty, damaged, musty, unfit for No. 4.

RULE 5.—BARLEY.

No. 2. To be sound and reasonably clean.

No. 3. To be reasonably clean and merchantable.

Feed. To include all unsound and damaged barley.

RULE 6.—NO GRADE GRAIN.

All grain that is wet, hot, in a heating condition, shall be classed as no grade.

RULE 7.—All inspectors shall make their reasons for grading grain, when necessary, fully known by notations on their book. The weight alone shall not determine the grade.

RULE 8.—Wheat containing live weevil shall not be graded, but the inspector must give the kind and test weight of same, noting, "Live weevil."

T. D. Worrell: I move the adoption of the report and the discharge of the committee. Carried.

The appeal for help from the secretary of the Kansas Asso. was reread and those not present the preceding day were given an opportunity to contribute to the fund; \$32 additional was raised, making a total of \$106.24.

T. D. Worrell: I move that the secretary of the Kansas Asso. be wired to draw on the Treasurer for the amount.

Reports on grain lost in the flood at Kansas City were called for, and W. H. Ferguson moved that in view of the definite information at hand the matter be left to the Governing Committee.

C. W. McConaughy, chairman of the Nominating Committee, explained that it was the desire of the committee to make as few changes as possible, but Pres. Hayes declined absolutely to serve again.

The committee presented the name of J. W. Holmquist of Oakland for President; C. Hunter of Inavale for Vice President.

Governing Committee: C. A. McCloud, York; T. D. Worral, Lincoln; F. S. Cowgill, Omaha.

For the Arbitration Committee: A. H. Bewsher, Omaha; C. J. Miles, Hastings; J. J. Trompen, Hickman.

Mr. Bewsher withdrew and the name of Frank Fowler of Fremont was substituted.

The report was accepted.

Mr. J. W. Holmquist was elected President. He thanked the dealers for the honor conferred and promised to do his duty.

The other officers nominated were elected.

C. W. McConaughy: I move that each participant to every arbitration case be required to deposit \$10. The amount to be returned to the winner and the loser's \$10 to be turned into the Asso. treasury. Carried.

A committee was appointed to draft a resolution of respect regarding the death



A few Nebraska Dealers at the Annual Meeting.

of Vice President E. C. Jones of Nebraska City.

F. P. Lint moved a vote of sincere and earnest thanks to the retiring President.

A. H. Bewsher: I move to amend by empowering the Governing Committee to expend \$100 in a more substantial expression of our thanks.

Carried by a rising vote.

Adjourned to 2 p. m.

THURSDAY AFTERNOON SESSION.

When the afternoon session was called to order by President Holmquist but 71 members remained.

Crop reports were called for and showed favorable prospects in spite of the wet weather.

Resolutions of respect regarding the death of Vice President E. C. Jones of Nebraska City were adopted.

Adjourned sine die.

CONVENTION NOTES.

Four Baileys were there.

Everyone had corn on the cob.

The best meeting the asso. has held in several years.

Market quotations were supplied by the Weare Grain Co.'s local manager, D. C. Van Duyn.

Only one machinery man in attendance—W. C. Bailey of the York Foundry & Engine Works.

The Kansas delegation included A. V. Nelson, Hiawatha; F. P. Lint and J. R. Schmitt, Atchison, and B. D. Williams, Highlands.

Geo. H. Lyon, representing Chas. Counseiman & Co., and J. W. Radford, representing Pope & Eckhardt Co., were on the ground early.

Three Missouri firms were represented—J. Rosenbaum Grain Co., by W. G. Hoover; Logan Grain Co., Kansas City, by W. J. Mensendieck; Harroun Eltr. Co., St. Joseph, by J. M. Norton.

At a meeting of the Governing Committee in Omaha, June 18, H. G. Miller of St. Joseph, Mo., was selected to succeed A. H. Bewsher as Secretary-Treasurer of the Asso. He will take charge of the office July 1.

Among others present were: J. E. Abbott, Fremont; C. O. Ainsworth, Tobias; J. W. Anderson, Holdrege; S. A. Austin, Wilsonville; F. B. Bailey, Glen Rock; C. M. Bailey, Swanton; J. W. Bailey, Brock; N. Bainbridge, Gretna; W. B. Banning, Union; H. O. Barber, Lincoln; W. W. Barmby, Dewett; R. Beckford, Waco; J. Bell & Son, David City; C. Bengen, Mynard; G. P. Bissell, Central City; S. M. Blythe, Blue Springs; O. L. Brown, Chester; W. M. Bruce, Bertrand; H. J. Callen, South Auburn; W. W. Cameron, Chester; W. A. Chitwood, River-ton; Geo. Coryell, Talmadge; L. L. Coryell, Auburn; B. Critchfield, Elmwood; C. G. Crittenden, Lincoln; C. C. Crowell, Jr., Blair; J. H. Currie, Bradshaw; C. E. Curry, Alvo; W. P. Dickinson, Fairbury; A. F. Diels, Scribner; A. J. Denton, Leavenworth; F. M. Dorsey, Cordova; E. A. Duff, Nebraska City; N. A. Duff, Nebraska City; M. D. Eames, Hastings; L. F. Ellermeier, Swanton; J. N. Elwell, Springfield; E. Ericson, Stromsburg; J. T. Evans, South Bend; L. R. Ewart, Lincoln; E. D. Foster, York; P. Frazier, Du Bois; W. F. Gillespie, Mynard; J. M. Grace & Co., Mascot; W. F. Hammond, Elgin; G. J. Harrison, Seward; Geo. S. Hayes, Hastings; F.

Hendrickson, Prairie Home; W. A. Hoage, Douglas; D. Holland, Havelock; M. J. Holland, Havelock; J. W. Holmquist, Oakland; I. V. Howard, Edgar; H. B. Hoyle, Hallam; C. Hunter, Inavale; N. Jacquot, Merna; J. W. Jameson, Stella; C. Kellner, Beaver Crossing; J. W. Knight, Walton; Wm. Krotter, Stuart; F. D. Levering, Lincoln; J. A. Linderholm, Blair; Geo. W. Lowrey, Lincoln; C. A. McCloud, York; C. W. McLucas, Fairbury; C. W. McConaughy, Holdrege; A. Maust, Falls City; W. C. Moore, Ohioa; J. R. Morris, Fremont; J. Murray, Lorton; J. G. Murray, Dunbar; J. F. Nelson, Osceola; H. P. Nielsen, Lexington; C. E. Ohlson, Oakland; Wm. Parrish, Bartley; A. R. Patton, Beatrice; E. P. Peck, Omaha; J. Peterson, Glen Rock; H. M. Pollard, Nehawka; T. B. Purcell, North Bend; G. J. Railsback, Ashland; J. M. Rankin, Cambridge; W. Rundberger, Ong; C. S. Rus-

The York Foundry & Engine Works.

The accompanying cut represents a view of the York Foundry and Engine Works at York, Nebr. This plant was established in 1882 and covers an area of over 26,000 square feet. It is comprised of machine shops, sheet metal shops, foundry, pattern shops, warehouses, etc.

The machine shops are equipped with heavy and modern machinery, such as pulley lathes, boring machines, planers and shapers, turning lathes, key seating machines, radial drills, etc.

The sheet metal shops contain a large stock of sheet metal and are furnished with the best of machinery for turning out this class of work.

The foundry is modern and convenient. It is operated by a large force of men skilled in the molding of castings for ele-



York Foundry & Engine Works, York, Nebr.

sell, Lorton; E. G. Scoville, Stoddard; L. Spelts, David City; C. B. Seldomridge, Holdrege; C. R. Smith, Table Rock; D. Smith, Elmwood; T. W. Smith, Hastings; J. B. Swearingen, Lincoln; W. H. Taylor, Tobias; J. Tighe, Wabash; E. J. Tucker, Howe; F. J. Uldrich, Tobias; N. B. Urdike, Omaha; A. M. Vandell, Loomis; G. W. Venner, Eagle; G. W. Warner, Pickrell; E. S. Westbrook, Omaha; W. B. Weeks, Scotia; Ed. Wenzel, Eagle; E. G. West, Gothenburg; L. M. Wilson, Merna; A. I. Woodsum, Lexington; T. D. Worral, Lincoln.

Corn was sold June 16 by Bartlett, Frazier & Co., to go from Indiana stations to Texas.

Resolutions favoring reciprocity with Canada were adopted at the recent convention of the Millers National Federation.

The Great Western Cereal Co. recently elected T. P. Sawyer, president; Joy Morton, first vice president; L. C. Miles, second vice president; David Oliver, Jr., secretary and David Peterkin, treasurer.

Exports of corn oil for the 10 months prior to May 1, as reported by O. P. Austin, chief of the bureau of statistics, amounted to 3,052,000 gallons, compared with 3,281,000 gallons for the corresponding period of 1901-2.

vating, conveying and transmitting machinery.

In the pattern shops are to be found the latest types of wood working lathes, operated by skilled pattern makers.

In the warehouses are carried an enormous stock of belting, buckets, pulleys, sheaves, shafting, boxes, hangers, sprocket wheels, chain, etc., from which orders are filled promptly. In fact, they make prompt delivery their strong point.

This firm has the sole state agency for Howe Gasoline Engines and sales agency for Howe Scales. Howe Gasoline Engines are on exhibition in the stock room.

The machinery and supplies which leave the works daily would at times rival the deliveries of some of the large eastern manufacturers.

Exports of broom corn for the 10 months prior to May 1 were valued at \$184,000, compared with \$227,000 for the corresponding period of 1901-2.

The total acreage of oats, as given by John Hyde, statistician of the Department of Agriculture, in his report of June 10, is about 27,732,000 acres, a decrease of 920,000 acres, or 3.2 per cent, from the area sown in 1902. The average condition on June 1 was 85.5; compared with 90.6 for the same date 1902, 85.3 for June 1, 1901, and 90.2 for the 10-year average.

Mid-Summer Meeting of INDIANA GRAIN DEALERS

The Midsummer Meeting of the Indiana Grain Dealers Asso. was held in the Assembly Room of the Board of Trade Bldg., Indianapolis, June 10-11.

WEDNESDAY MORNING SESSION.

The first session of the meeting was called to order by Pres. A. E. Reynolds, of Crawfordsville, who said:

PRES. REYNOLDS' ADDRESS.

I am glad to see you this morning. I welcome the members of this asso. and those who are not members. We welcome the receivers and the grain trade in general. We extended a broad invitation to the farmers to attend this meeting, and I hope some farmers are here.

Organization is so much the order of the day that it is not necessary for us to offer any excuse as to why the grain trade finally organized. A certain class have made a good deal out of the fact that the grain trade organized to protect themselves and to control the grain interests of the country. It is not at all surprising, for as far back as history goes it records organizations of all kinds,—organizations for government, for society and for protection of all classes. But the strangest part of it is, that the very last thing to be organized was the business interests. Less than 25 years ago the first real business organization was effected. Fifty years ago there were not as many corporations in the United States as operate today in the state of Indiana. Less than 20 years ago the first organization of the different business interests along one line was effected for general mutual protection. Organization on purely mutual, beneficial and friendly lines such as we operate is less than 10 years old. It is strange that the large commercial interests of the country were the very last to organize. Yet there has been more made of it and said against it than all other organizations in the history of Christendom. These organizations have been called trusts, and while trusts are probably not the worst things in the world, the odium naturally felt towards trusts in this state is something to be avoided, in a business organization. We certainly savor less of trusts than any commercial organization that has ever been effected. This asso. has never striven to name or control the price of grain. We have never attempted to control any particular branch or part of the grain trade.

In the state of Indiana there is no one interest so broad or that controls such wide financial interests as the grain trade. The grain dealers' and farmers' interests are so closely interwoven that you can't separate one from the other. I will hail the day when good feeling exists between the farmers of Indiana and the grain dealers. When you come to this meeting and try to bring out such a state of commerce in the country as will benefit the grain dealer you simply put dollars in the hands of the farmers. Whenever you control the railroads and have them so subservient to the grain trade that you can market your grain advantageously, you enhance the value of every acre of land in the state of Indiana.

We have succeeded in bringing the grain trade of the state of Indiana to a much higher level than it was a few years ago. It was only a few years ago when the grain dealer was the man who was supposed to fail once a year. He was the man who could not go into the bank and get any credit without security that was beyond question. He was the object of jokes in regard to failing and that sort of thing. That has all disappeared. My experience with grain men is that they are today not a speculative class. They are the class that possesses the highest credit of local banks. There is no security today as good as the security furnished by grain men. The banks have learned that they are reliable, trustworthy, at least in a degree honest and honorable, and that they pay their debts. We have gained a great deal along this line.

Our asso. has made general harmony throughout the state. By harmony I do not mean that they have agreed to pay a certain price for grain and stick to it. But there is a feeling of harmony mani-

fested by the presence of so many dealers here, who did not come and leave their business out of idle curiosity. Just as soon as you have a brotherly feeling for your competitor, just so soon will you devise ways and means to put your business on a paying basis. We have accomplished a great deal in weeding out disreputable practices and some disreputable firms in the state of Indiana. A firm has to be about right before it can be a member of this asso. We have looked carefully for wild-cat firms trying to get a foot-hold in the state of Indiana. No dishonest firm can operate very long in Indiana without having the grain trade of this state brot down on them in such a way as will get them out of business.

Since our last annual meeting we have seen started one of the most disreputable companies and unworthy schemes ever brot into this or any other state. I speak boldly about it, because if any member of that organization were here I would not hesitate to say to him what I have said to you. I refer to the Southern Indiana Grain Company. I do not know how many of you are acquainted with them, but I congratulate you if you are not acquainted with them. They came from Louisville and selected a rural district for their field of action. They sought by calling their company the Southern Indiana Grain Co. to adopt a name that would further their dishonorable end. They put out card bids more largely thru Illinois and Iowa than thru this state, bidding prices that were very attractive. When these bids were accepted they gave billing instructions to bill here or there or wherever the case might be, and to make draft thru a certain bank at Sellersburg,—the Sellersburg Exchange Bank. The drafts were drawn that way and when the papers arrived it developed that the Southern Indiana Grain Co. and the Sellersburg Exchange Bank were the same concern. They would take the B-L, gain possession of the property, and the grain dealer would get nothing. We learned of this, Sec. Sampson took it up and they are out of business today. Not only that but the U. S. postal authorities are after these people. I have no knowledge of the amount of money they have swindled the grain trade out of, but I have learned of as much as \$25,000 and I would not be surprised if it amounted to as much as \$100,000. We want to establish the grain trade of the state on so upright and honorable a basis that the grain receivers all over the country will know that dishonorable and disreputable houses can't do business in Indiana.

Along the line of arbitration, I believe our asso. has done the best work along the line of arbitration of any other state asso. in the country. We are trying to avoid all disputes between our individual members and grain receivers. We have had a number of cases brot to our Arbitration Committee and I believe we have settled them honorably. I want to say to the grain receivers that almost all these cases have been decided favorably to you. Not because our own people were less honest than you, but the broader knowledge generally gained by the receiver enables him to avoid those things which would naturally have to be arbitrated. The country shipper can't be expected to gather as good knowledge of the general laws of the grain business as the receiver who does business all over the country. When a case is decided against a shipper he must not feel he has been unfairly dealt with. We invite you, gentlemen, who are receivers, to send your cases to us for arbitration. There is no money in it to us, but our records show we will do you justice. I want the members of the asso. here today to attend very closely to this meeting, as we have several matters of importance to discuss.

I have a few recommendations I want to make. First, I want to recommend to you the appointment of a finance committee to whom we can refer the financial situation of the asso., and when their report comes in I want it freely discussed. I want to recommend to the asso. that they take some action that will give us more revenue. The amount of good this asso. will do must be measured by the amount of money the Board of Managers has to put into it. They cannot do it without money.

We are very unfortunate in not having a larger percentage of the grain dealers of Indiana as members of this asso. and we must have more revenue.

I want you to take up and discuss the relation of the shipper and the asso. to the railroads. The state of affairs since the January meeting has been something appalling. Grain receivers know how utterly impossible it was to get stuff thru. Grain has been delayed 30 and 60 and 90 days between here and the seaboard, and when it did arrive it was so rotten that it was not worth enough to pay the freight, so the railroad drew back on the shipper for the freight. I want to call your attention to the action of the Board of Managers two months ago looking toward the turning over of all claims of members of this asso. for loss on account of delay in grain by the railroads, to the board of managers, for the purpose of making a test case against the railroads to see where the fault lies, and when once we have found where the blame lies we will know who to hold responsible for the loss.

I recommend further that more decided action be taken against disreputable practices and disreputable dealers thruout the state. I recommend that there be certain methods adopted for making reports of all these disreputable practices. This can be done by close affiliation with the receivers and shippers.

Secy. Sampson read a letter from J. C. Gordon, Argos, Ind., expressing his regrets at not being able to attend the meeting, also a letter from the Topeka members of the Kansas Grain Dealers Asso., appealing to each and every member of the various grain exchanges and grain dealers' assos. thruout the country for financial aid for the sufferers from the Kansas floods, and requesting that all contributions be sent to E. J. Smiley, 37 Crawford Bldg., Topeka, Kan. The Secy. also read a letter from the Grain Shippers' Club. A letter was also read from Frank O. Fowler, Secy. of the Northwest Grain Dealers Asso., Winnipeg, Man., together with the bulletin on the 1902 crop, published in the Canada column of the Grain Dealers Journal June 10th.

Secy. Sampson: I recommend that action be taken here today recommending rules for use in the trade.

C. B. Riley, Rushville: I move that a finance committee of six be appointed by the chair, from the members of this Asso., other than the Board of Managers. Motion seconded.

J. McCardle, New Richmond: I move to amend the motion so as to make the number of the committee three instead of six.

The amendment was seconded and carried, and a vote taken on the original motion which was also carried.

The chair appointed the following to serve on the Finance Committee: John McCardle, New Richmond; John B. Ross, LaFayette; P. E. Goodrich, Winchester.

C. S. Bash, Ft. Wayne, Chairman of the Legislative Committee, being absent, Secy. Sampson read the following report, sent in by Mr. Bash, of that committee:

REPORT OF COMMITTEE ON LEGISLATION.

I have been asked by your secretary to come down and say something about my experience with the legislature on our Railroad Commission bill, and also a few words on the importance of some relief along the line and how to get it.

Very few of the members of this association appreciate the good that was accomplished by the short agitation which your committee on legislation started last January and the attention drawn to our cause on the part of the railroad companies. Hundreds of cars were sent into our state by the different railroad companies and the car situation was greatly relieved during the month of February; not near enough to give entire relief, yet the outpouring was welcome and while the public as a rule did not understand the sudden burst of generosity on the part of the railroad companies, it was nevertheless very welcome and very much appreciated. Your railroad committee were called all kinds of pet names, Texas Bill being the

favorite. Your committee worked zealously and fearlessly, and as chairman I wish to say that every member did his part and was loyal and earnest in his pleading for you. Many things contributed to the failure of our bill. First and foremost, we were over a month late in getting the same ready, a condition your committee was unable to remedy or hurry. The matter was, as you know, not taken up until after the January meeting of the state association, after which information was secured and matters rushed as much as possible, considering the work in hand.

Being so late in the preparation of our bill, your committee was unable to get the same before the members of the House and Senate and get a careful consideration of same until late in the session, in fact too late to accomplish anything. We regret to report unfair treatment at the hands of some of our expected friends. The attorneys and agents of some of the railroad companies disseminated information among the senators and representatives which was untrue, to call it mildly, and very misleading. This, coupled with other much stronger and more tangible reasons, turned many friends from us at the last moment.

I am sorry to say that the most glaring mis-statements were made to our representatives, and in such way that we could not contradict them, not knowing what they were until after adjournment of the session.

To secure the legislation desired it will be necessary for every member of this association to take up our cause with his senator and representative and give them a full understanding of our condition and the remedies proposed. This work should be commenced now and not dropped until the close of the next session of the legislature. Every dealer has the confidence and respect of his own representative, and he should enlist his farming friends in his cause, and see that they make it their business to talk over these matters with their representatives. It will not be necessary to use one dollar to bribe or influence a single member of the legislature of either party to get what is just and right for the railroad companies, for the shippers and for the farmers, but it will be necessary to employ an attorney to draw up our bill and present the same, and it will also require the earnest support and influence of every member of this organization to see that our senators and representatives are honestly informed as to the nature of our cause and its justness and then to keep everlastingly after them until our prayer is granted. I believe the names of every supporter of our bill at the last session should be placed in the hands of our members, and also the names of those opposing it. And every member and his friends should make it their individual business to see those opposed to us and show them the righteousness of our cause. A tab should also be kept on the new members to be elected and they should also be informed.

Let every member pledge himself to the work and our cause is won.

Mr. Monmert of the State Car Service Association was before the Commercial Club of Fort Wayne a few days ago and gave much information of value to the shippers, and indicated a much fairer disposition on the part of the railroad companies than we had reason to believe was the case. I think you should have Mr. Monmert before your body before adjournment. He is, of course, unable to give relief in the way of furnishing cars, but contends for the shipper that where he suffers loss through delay of shipments in transit the railroad company should make good his loss. One step more is necessary, and that is for the railroad companies to agree on a bill whereby the shipper will be recompensed in the same amount per diem when he has to wait for cars as the railroad companies charge the shipper for delay in unloading cars, or loading after the same are furnished. Equity demands fair treatment to both and the only way to get a proper and just enforcement of the demurrage laws made by the railroad companies is to ask the legislature to protect the public by making equal penalties apply against the railroad companies for failure to give service when demanded by the shipper.

I should like to talk to you for a day but have already transgressed too much. I hope you will all buckle on your armor and get ready for the next campaign, and I assure you I will be ready to serve you in any capacity you may desire.

Very truly,

C. S. BASH,
Chairman.

Secy. Sampson: I move that we endorse the work done by this Legislative Committee, and extend to them a vote of thanks.

This motion was seconded and carried.

C. B. Riley read the following resolution and moved its adoption:

Whereas, The Associated Press through a misunderstanding has seen fit to eliminate the Toledo, Detroit, Pittsburg & Baltimore Grain & Seed quotations from the Daily Market Reports, and as these quotations are of great value to the members of this Association, be it

Resolved, That the Secretary of this Association be instructed to request the Associated Press to print such quotations, and further that each member of this Association make such request of their local paper.

CLOYD LOUGHRY,
C. B. RILEY.

H. L. Combs, So. Whitley: I move to amend the resolution so as to include Detroit and Pittsburg. The amendment was seconded and carried.

The original motion was seconded and adopted by a unanimous vote.

A. E. Hartley, Goodland, read the following paper on Grading Grain Before Purchasing from Farmers:

Mr. Hartley's paper was heartily applauded.

John Ross: We ought to have different grades of grain and buy grain from the farmers accordingly. The farmers now get the same for grain that has been out in the field uncovered as they do for grain that has been kept dry in covered bins. Not long ago a dealer I know of bought grain from a farmer. He asked if the grain had been kept under cover and the farmer told him it had. But when the dealer came to unload the grain he found that it was damp. The farmer repeated that it had been covered, but upon investigation it was found that the grain had been lying out in the open field, exposed to the weather. When the dealer took the farmer to task regarding his statement, he received the reply that the grain had been covered by the canopy of heaven.

T. J. Ryan, Delphi: I don't think it necessary to have a man at every station. There doesn't a load of grain pass into my elevator that isn't graded. I think the grain ought to be graded by the dealers themselves.

Geo. A. Stibbens, Secy. G. D. N. A.: If I understand Mr. Hartley's paper right he recommends that inspectors be appointed for this purpose and that would mean that the Governor would appoint the inspectors. I am familiar with the political inspection in Illinois. If you get a political inspection here you will work harder to get rid of it than you did to get it.

The meeting adjourned to take up the discussion of this subject at the afternoon session.

WEDNESDAY AFTERNOON SESSION.

At the opening of Wednesday afternoon's session the discussion of the subject opened by Mr. Hartley's paper was again taken up.

H. L. Combs, So. Whitley: We quote a price, when buying on 60-lb. wheat. When people ask what wheat is worth we quote them on 60-lb. wheat. If we did not do that the farmer might say, "If you make the price less on anything less than 60-lb. wheat you ought to make the price better at more than 60."

T. J. Ryan: We do it similar to the gentleman who has just spoken.

Mr. Wellington, Anderson: The trouble is to get all to test properly. One man will test 58 lbs. and another 59 on the same grain with a fair test. As a miller I will say that 64 lb. wheat is worth more

than 60-lb. The thing to do is to get all to test properly.

Mr. Hartley: That is the reason why I said to get a disinterested inspector.

J. O. Deweese, West Middleton: I move that this association use as a standard in grading wheat 60 lbs. to the bushel and that we pay a premium for anything above that. The motion was seconded but Mr. Deweese afterward withdrew his motion.

Geo. C. Wood, Windfall: I think this matter can be handled better by the local assos. This matter of inspectors could not be accomplished and it would be a mistake if it were. We have to agree among ourselves on what basis to handle it. It strikes me, it could be better handled by the local assos. than here.

Mr. Hartley: I move that it be the sense of this meeting that the dealers, thru the local papers urge the farmers to store their oats, wheat and other grain, until ready for market and let them know that when buying, the condition of the grain is taken into consideration, that there may be a tendency to bring better grain to market.

The motion was seconded and carried.

Mr. Phares, West Middleton: I move that the chair appoint a committee to discuss the matter of grading grain before purchasing and publish their views in the grain journals, with a view to having the members of this asso. get as near as possible to the correct grade.

The motion was seconded and carried and the following committee appointed by the Pres.: Mr. Phares, West Middleton; A. E. Hartley, Goodland; Mr. Wellington, Anderson.

Pres. Reynolds: I appoint these members to serve on this committee not because they are any better fitted for the work than any others, but because they will represent, corn from one section, wheat from another section and corn and oats from one section.

Secy. Sampson called attention to the arrest of J. H. Waters and Robert Pickrel of the Southern Indiana Grain Company, on the charge of embezzlement, a complete statement of which will be found in the Indiana column of this number of the Grain Dealers Journal.

Secy. Stibbens of the G. D. N. A., read the following paper on the subject, Support Your Association First, Last and Under all Conditions:

Pres. Reynolds: I want to say a word about the Grain Dealers National Mutual Fire Insurance Company. Those of you not acquainted with Mr. McCotter, I want to get acquainted with him. He is Secy. of this company. The growth of the company during the last 6 months would surprise you and I invite you to go into the office of Mr. McCotter and he will show you a statement of the company and show you what they are doing. If any of you are having any trouble with your insurance, write Mr. McCotter and he will help you out.

Mr. McCotter said: The point in connection with this company is that it is exclusively for country grain elevators. We have perhaps one or two risks that might be called terminal elevators, but I took these during the organization of the company, when we needed applications. What we are trying to do is to show what country insurance can do. Circulars sent out recently by men who were trying to start an insurance company in Minneapolis showed an average loss on the large line elevators they are carrying had a loss of about 22 per cent. We have so far had two losses, one of \$1,000 and one of \$3,000. At the first of the month we had a loss

of 20 per cent. The amount we have at risk is \$1,217,000. The proper thing for the holders of policies is to keep risks in proper shape and avoid losses.

Chairman McCardle of the Finance Committee made the following report, and moved that the recommendations of the committee be accepted. The motion was seconded and the recommendations unanimously adopted.

REPORT OF FINANCE COMMITTEE.

Your committee beg leave to submit the following:

We are satisfied that the present revenues are inadequate to meet the necessary requirements of the Association and increase its membership and influence. Therefore we earnestly recommend that the individual members of the Association make a personal appeal to their competitors and neighboring dealers to join our Association and assist in building up the organization.

We recommend that the Secretary of this Association be instructed and empowered to proceed as soon as possible to organize every county in the state not already organized, and the said expense incurred paid out of the general fund.

We also recommend that section 2 of Article 4, which reads as follows, "Members who list more than one station and operates these stations shall be required to list all of their stations, and pay in addition to their annual dues an annual fee for each additional station of \$2.00." We recommend that the figure "2" be stricken out and the figure "5" inserted.

We also recommend that track buyers, commission men and receivers who do business in the state of Indiana, no matter where their home office is located, be admitted to membership in the Association on payment of dues of \$10 per year, and if said track buyers, commission men or receivers own and operate any elevators within the state that they be charged \$5 additional for each house operated within the state.

As it is the custom in other states to admit foreign dealers to membership, we recommend that when our Association is on a self-supporting basis said foreign members may be relieved of paying their dues provided they are members of the National Association.

We recommend that all members who have contributed to the expense incurred by the legislative committee of the last session of our General Assembly be requested to remit \$3 per member to the Secretary, who is authorized to collect and receipt for the same.

Respectfully submitted,

JOHN W. MCCARDLE,
JNO. B. ROSS,
P. E. GOODRICH.

Mr. Wellington said while the recommendations were being discussed: I am in favor of the resolutions and think they are to the point. I believe every member of the asso. made a thousand per cent on his investment in this asso. during the last year. Where would we have been last year in buying this last crop of corn if it had not been for the asso.? I believe every dealer in the state, whether he is a member or not, who bought 20,000 bushels of wheat, made \$500 on account of the asso. Take the asso. out of the state and elevator property would depreciate from 35 to 65 per cent.

Pres. Reynolds: I very earnestly endorse the resolutions. I like the recommendations regarding the receivers joining.

Mr. Carson, Detroit: We have never had an opportunity to submit the name of Carson, Craig & Co., but are now ready to do it.

Mr. Bassett of the Bassett Grain Company, Indianapolis, came to the front with three boxes of cigars and invited the dealers to smoke.

Mr. Emmick, of Worts & Emmick, Toledo: We are already a member of the Ohio and the National Asso. and now put in our application for membership in the Indiana Asso.

J. W. McCardle: I am a member of the Indiana Asso. for various reasons. In the

first place it makes me money. I have made more money since I have been a member of this asso. than I ever made in my life before in the same length of time. Those dealers who do not belong to this asso. are making a mistake. I want to say, Mr. President, that I want an opportunity to go out and solicit membership and state my experience, and if I can't make a record I will pay my own expenses and pay them freely.

B. F. Crabbs, Crawfordsville: Some years ago a meeting of grain dealers was called to do away with the bag-lending evil and since then bag-lending has been done away with and we are glad of it. This was before the state asso. was formed. We got together and accomplished a great deal. I think membership in the asso. would be worth \$100 if we had to pay it, and I, for one, would pay it if necessary, but that won't be necessary, especially if we get most of the dealers to join.

The meeting adjourned to meet at 10:30 Thursday morning.

THURSDAY MORNING SESSION.

The Thursday morning session was called to order by Pres. Reynolds, who said: This is the session at which we hoped to have many farmers present, and tho there are not many of them here we want them to know that we are not members of any trust. If any farmers are here we are glad to know it and extend to them a hearty welcome.

Mr. McCardle: I want to make an explanation. I told some of my friends I wanted to talk this afternoon on matters pertaining to the welfare of this asso., but we have some business that we ought to dispose of. As to my appointment on the Board of Managers, I don't know whether I will accept it or not. I have always said I would never take any office, but if I can be of any service to the asso. I thank you very much for the honor conferred on me. I want to make a motion that the action of the Board of Managers in taking up the matter of claims against railroads for delays in shipments be endorsed, and that we request all who have claims to put them in the hands of the Board of Managers for collection. I have been informed that there are a great many claims in the various parts of the state against railroads on account of delay, and we thought we would suggest that all these be placed in the hands of the Board of Managers for collection. I don't want you to think we are premature in this matter or that we want to take undue advantage. I believe the time has come when the railroads ought to pay some attention to the grain shippers. I understand the asso. is already negotiating with some of the best attorneys in Indianapolis regarding these claims. Those who have claims will receive 50 per cent of the amount collected. The other 50 per cent will go to pay attorneys' fees and other expenses connected with carrying the matter thru the courts. It is our purpose to find out whether or not we have any rights in these matters. The members who have claims and wish to make a test case of it for themselves have a right to do it.

Pres.: The asso. wishes to make a test case of these claims. The asso. doesn't know what it will cost but will not spend more than 50 per cent of the amount to be collected. Somebody is at fault in this matter and what we want to do is to find out where the fault lies and when we have done that we can collect from the responsible party.

Mr. Hartley: I would like to know what would be considered a just claim by

the railroads, what would be considered a reasonable time for delivery?

Pres.: The attorneys say they will take some of the worst cases first and then some of those that have been out 10 or 15 days and then take up the cases between, and in that way include all. We cannot set any iron-clad rule as to the time it ought to take to haul a car to Baltimore, Philadelphia or New York, but the time has come when some rule ought to be established between shipper and railroad and receiver and railroad. The contract to deliver has not been worth anything this year. Many of us have suffered over and over. We can only have our rights adjudicated by getting all of these matters into the courts.

Mr. McCardle's motion was seconded and carried.

Pres. Reynolds introduced Prof. A. T. Wiancko, of the Agricultural Department, Purdue University, who read the following paper on Improvement in Wheat:

WHEAT IMPROVEMENT.

In considering the question of wheat improvement, it is of interest to know something of what has been done and is being done towards a betterment of the American wheat industry. The National Department of Agriculture has for many years been active in studying the conditions for wheat growing all over the country, and familiarizing itself with the characteristics and needs of the several districts into which the country naturally divides itself. For many years expert men, specially trained for the work, have been kept in the field to study the needs and to hunt up and introduce varieties of wheat having characteristics calculated to fill the requirements. With a view to obtaining such desirable wheats every country of the world has been scoured, and many of our best wheats have been secured in this way. Experiment after experiment has been conducted until now the department is fairly well acquainted with the characteristics and needs of every section of this country, as well as with every part of the globe from whence desirable varieties may be expected to come.

In a recent publication of the U. S. Department of Agriculture discussing the basis for the improvement of American wheats, M. A. Carleton, the author, divides the United States into eight districts as follows: (1) the Soft Wheat district, including mainly the New England and Middle States; (2) the Semi-hard Winter wheat district, including the North Central States; (3) the Southern wheat district, including the northern part of the Southern States; (4) the Hard Spring Wheat district, including the Northern States of the Plains; (5) the Hard Winter Wheat district, including the Middle States of the Plains; (6) the Durum Wheat district, including a part of the Southern States of the Plains; (7) the Hard Winter Wheat district, including in general the scattered portions of wheat area in the Rocky Mountain and Basin States, and (8) the White Wheat District, including the larger part of the Pacific Coast States. While these districts run into each other and overlap to a greater or less extent, each possesses more or less distinct characteristics and is adapted to particular sorts and varieties of wheats. Understanding the characteristics of these districts and recognizing the importance of having wheats suitable to the conditions under which they are to be grown, the United States Department of Agriculture is constantly endeavoring to supply each district of the country with suitable and desirable varieties from districts in other parts of the world which possess similar characteristics. Much good work has also been done by the various state experiment stations in the way of testing, improving and disseminating varieties.

To tell all the good that has been done along this line would require much time and space. Suffice it to say that many millions of dollars have been added to the wealth of the country by the systematic work that has been done, and the prospects for the future promise very much more.

As wheat is not native in the United States, all varieties have necessarily had to come from other countries and to be introduced from one section to another as the way opened for them and the needs required. Among the earliest of good varieties introduced was the Mediterranean

wheat which, by reason of its general hardness and good milling qualities, soon became a favorite. The fine wheats early introduced from Canada have provided a basis for far-reaching improvements, and have done wonders for the wheat growing and milling industries of the Northwest. The Turkey, or Turkey Red from Russia, has attained a well deserved place among the best of our hardest, high quality winter wheats. Russia has provided us with many most excellent wheats and promises still more. The recent large introduction of Macaroni wheats from that country are bound to play an important part in the future development of our wheat industry. Other examples among our very best wheats are to be found among those of Hungarian origin, some of which are already widely and favorably known.

BASIS FOR IMPROVEMENT.—The thousand or more varieties of cultivated wheats are commonly divided into eight more or less distinct groups, as follows: (1) Common Bread Wheat, (2) Club or Squarehead, (3) Poulard, (4) Durum, (5) Polish, (6) Spelt, (7) Emmer, and (8) Einkorn. Of these the Indiana farmer is more particularly concerned with the first group, the Common Bread Wheats, and to the improvement of these all efforts should be directed.

All plants, like animals, are more or less susceptible of improvement by breeding, selection and good treatment. The wheat plant is easily handled and responds very readily to the influence brought to bear upon it, so that its improvement is not a very difficult problem.

The would-be improver of wheats in order to be most successful must study and understand the characteristics and conditions of the district in which he wishes to work. He must make himself familiar with the characteristics of the natural groups of wheats, and the best varieties in each, so that he may intelligently use those sorts and varieties which furnish desirable characteristics to work upon, to combine and to select from. Soil and climate are two most important factors in influencing all the qualities of wheats and these must be thoroughly understood. Every variety of wheat has developed its qualities under certain soil and climatic conditions and good results can not be secured by making violent changes. It is therefore desirable, when new varieties are to be introduced, that they be brought from localities similar to the one in which they are to be grown if they are to retain the qualities which they possess, and, since each district can be supplied with varieties of wheat having characteristics adapted to it, there is no need for beginning improvement with varieties not adapted to the conditions. The many and often marked differences of soil within a given district and to some extent variations of climate, slight though they may be, make it desirable that several varieties be used, each having adaptations for certain local conditions. A certain amount of variety testing will probably always be advisable, since new varieties are constantly being evolved, and we can never be quite sure that we already have the best for our conditions. Work of this kind, however, may be left in the hands of the experiment stations, but the farmer should always keep posted on what is being done and be ready to avail himself of anything that promises to give him better returns for his labor. Every farmer is so situated that he may himself be more or less of a plant breeder, and those who have given the subject attention have found it profitable to do so.

Considering the subject of wheat improvement in its broadest application, we find that there are a number of general lines along which work of improvement may profitably be directed. Confining our attention to our own district, and the State of Indiana particularly, we find that the needs are somewhat as follows: (1) larger yields per acre, (2) better quality of grain, (3) rust resistance, (4) stiffness of straw, (5) earlier maturity, and (6) harder winter varieties. Some of these needs exist all over the State, while others are confined to certain localities. All present important problems which must be seriously approached if the wheat growing industry of our State is to be raised above its present standing. Almost every State and locality will, to a large extent at least, have to do its own plant breeding since the conditions vary so much that varieties which give good results in one place may not do so in another.

Careful selection and breeding with a definite ideal in view, and constant adherence to that ideal, combined with good treatment, will eventually lead to good re-

sults. This statement has been abundantly proven by the work of a great number of wheat improvers. The results accomplished by Professor Hays of the Minnesota Experiment Station are a notable example of what may be done. The value of his work to the Minnesota wheat industry can never be fully estimated but may safely be considered as amounting to millions of dollars. To describe the methods worked out and so successfully applied by Prof. Hays would indeed be interesting, but would require an amount of detail that can not be attempted here. We must confine ourselves to a statement of a few of the important facts and principles upon which such methods are based.

In the practice of plant and animal breeding, if it were not for the fact that individuals vary more from their parents in their characteristics and have greater or less power of transmitting these variations to their offspring, little could be accomplished. The two factors, variation and heredity, form the basis upon which all improvement rests. But the one would be of little use without the other. The natural law that "like begets like" is of the utmost importance in maintaining standards, but for making improvements it can be of value only when made use of in conjunction with variation and applied to fixing or making permanent variations of peculiar merit. It will be seen from this that to improve any variety, or to create a good new one, it is desirable to have as much variation as possible to begin with, and then work towards fixing the desirable variations.

METHODS OF IMPROVEMENT.—If we carefully examine a plot or field of wheat we shall find that while a great majority of the plants present like characteristics there are always a few that are either superior or inferior to the general average. The superior individuals must be selected out if any material progress is to be made. The individual must be the basis upon which to work. The breeder must fix upon his mind that the individual must never be lost sight of and that its performance must be constantly watched.

To increase the tendency to vary and thereby hasten progress, it may be desirable to aid nature by varying the conditions under which the plants grow or to break down stability by crossing two or more varieties possessing desirable characteristics. Crossing very greatly increases the tendency to vary and may materially aid in producing desirable types. Since wheat is a self-fertilized plant, this crossing must be done by hand—just before the flower is ready to open, or bloom, the anthers, or male elements of the flower, are removed from the mother plant by means of a pair of fine forceps. The spike, or head, is then covered to guard against accidental fertilization. As soon as the female elements of the flower are fully developed and ready for fertilization the plant is uncovered and the male element, or pollen, from a selected plant is introduced into the florets. They are then again covered until fertilization has taken place. Each head is carefully labeled and the resulting cross-fertilized kernels are saved and planted the next season, each by itself, and the work of selecting and fixing a desired type is begun.

Whether crossing or simple selection of good individuals is made the starting point, the most approved method of procedure calls for planting each grain in a space by itself in what is termed a "nursery plot." In these nursery plots the grains are usually planted singly four inches apart each way. By this means each plant has a space by itself and the work of selection can be easily carried out. From what has been said about variation it will be seen that the larger the number of grains so used the greater will be the chance of securing desirable variations. When the wheat is ripe each plant must be carefully examined. In this examination all the desirable characteristics must be kept in mind. In this way the few very best plants can be selected out. These are saved for a similar nursery plot the next season. This plan is continued until the desired type is secured and fixed and enough can be secured to plant a larger plot. The new variety is then subjected to thorough field and milling tests to determine its value to the farmer and the miller.

From the farmer's point of view general hardness to withstand unfavorable conditions, with the ability to give large yields, are most important. From the miller's point of view the value of a variety of wheat depends largely upon the quantity and quality of the gluten it contains. The gluten is the gummy part of the wheat

kernel and its valuable quality lies in its elasticity and power to absorb water. It is the gluten which gives strength to flour and determines the quality and influences the quantity of the bread it will produce. The quantity of gluten in wheat has been found to vary from about eight to eighteen per cent and the quality has also been found to vary very considerably, showing that attention must be given to these points. To determine the value of a wheat to the baker, based upon the quantity and quality of its gluten, it is subjected to various laboratory or baking tests. The methods employed can not be described here, since this paper is already too long drawn out. From what has been said it will be seen that the more elaborate schemes of wheat improvement call for a great deal of time and labor. But experience has proven that such work may be of immense value.

In conclusion I should like to add something as to what the farmer, the grain dealer and the miller may do towards wheat improvement. The individual farmer has it in his power to do a great deal. He may not accomplish wonders as the specialist may, but by growing only those varieties best adapted to his conditions and by careful, systematic and continued selection of the very best of his wheat crop for seed, combined with proper systems of cropping, manuring and cultivation, he may continue year after year to produce not only larger yields per acre but also a better quality of wheat.

It is a mistake to think that the only way to make improvements is by following out an elaborate scheme of breeding. A good plan for every farmer to follow is to save out at threshing time, from the best part of the field, about three or four times as much wheat as he needs for seed, and then, by the use of a good fanning mill, which every farmer should have, or by some other means, such as throwing the wheat in a thin shower against a breeze of wind, separate out the best and heaviest grains for seed. The time and labor involved will be many times repaid and it is a great mistake to neglect this simple plan of selection. It has been abundantly proven by series of careful experiments that seed thus selected will yield several bushels more per acre than can be secured by using wheat as it comes from the bin or threshing machine.

The average farmer pays too little attention to these points and in consequence wheat rather deteriorates than improves in his hands. There is no adequate excuse for the present low average yields of wheat in this district. The grain dealer and the miller may do much to encourage the farmer by practicing greater discrimination in favor of good quality. Where there is little difference in the price paid, the farmer will naturally care only for larger yields. Most dealers and millers are also in a position to aid in wheat improvement by bringing to the attention of the farmer and helping him to secure any desirable wheats that may come to their notice. An infinitely little influence exerted by each person interested in the wheat crop of Indiana might easily add millions of dollars to its value each year.

After completing the reading of his very interesting and instructive paper Prof. Wiancko used a blackboard to illustrate the manner of crossing seeds. The method of crossing wheat is a hand process and a cross between two different kinds of seeds is secured by dropping the pollen from one seed into the pistil of another. A cross is desirable whenever you have wheat possessing undesirable characteristics. By crossing it with other wheat of desirable characteristics you secure seed with all the desirable characteristics of different good grain.

The meeting adjourned for dinner.

THURSDAY AFTERNOON.

Pres. Reynolds introduced Prof. F. V. Doudna of the American Society of Equity who said:

Mr. Stibbens: I would like to have the gentleman state how the producer is going to control the price of grain.

Prof. Doudna: I did not say he ought to control the price, but that he ought to have something to say as to what the price should be. I believe there is not a man

[Continued to Page 625.]

Grain Trade News

CANADA.

Yorkton, Assa.—The Imperial Eltr. Co. is building an eltr.

Napinka, Man.—The Imperial Eltr. Co. of Minneapolis, will build a 35,000-bu. eltr.

Medora, Man.—The Imperial Eltr. Co., Minneapolis, will erect an eltr. of 35,000 bus.

Newdale, Man.—Mr. Cole, buyer for the Northern Eltr. Co., is building a residence.

Waskada, Man.—An eltr. of 35,000 bus. will be built by the Imperial Eltr. Co., of Minneapolis.

Every station on the central division of the Canadian Pacific Ry. reports the prospect for the wheat crop as very promising.

Winnipeg, Man.—T. J. Douglas, grain merchant, mourns the death of his wife, which occurred June 8, from consumption.

A reduction of 2 cents in the rate of wheat from points on the Canadian Northern to Port Arthur will become effective July 1.

Winnipeg, Man.—The Imperial Eltr. Co. intends establishing a line of lumber yards along the branches of the C. P. Ry., where it owns eltrs.

Alexander, Man.—McLaughlin & Ellis are building a 35,000-bu. eltr., and will install a 15-h. p. Otto Gasoline Engine in brick engine house.

Cypress River, Man.—McLaughlin & Ellis have bot the farmers' eltr. of Riley, Parker & McVickar. The eltr. has a capacity of 35,000 bus.

Manor, Assa.—McLaughlin & Ellis will build a 30,000-bu. eltr. and a brick engine house in which will be installed a 15-h. p. Otto Gasoline Engine.

Yorkton, Assa.—The grain sheds and lumber yards of John J. Smith burned June 11 with a quantity of wheat. Loss, \$12,000, insurance \$7,000.

Grenfell, Assa.—The 40,000-bu. eltr. for McLaughlin & Ellis is now completed and a 15-h. p. Otto Gasoline Engine will be installed in a brick engine house.

Edmonton, Alta.—The Dowling Milling Co. is building an 80,000-bu. eltr. 40 x 50 feet and 60 feet high. This brings the capacity of its eltrs. up to 120,000 bus.

Winnipeg, Man.—W. H. McWilliams, mgr. of the Canadian Eltr. Co., has purchased a residence. Mr. McWilliams came here recently from Minneapolis.

Virden, Man.—S. S. Colter has sold his eltr. to an American syndicate and will remove to Winnipeg, where he has accepted a position in the Grain Exchange.

Winnipeg, Man.—The grain companies of Winnipeg will close their offices at 1 o'clock on Saturdays during the summer months, 33 firms having made the agreement.

Montreal, Que.—Shippers from this port are pleased with the increase in grain exports. During the 3 weeks ending June 13 the exports from Montreal were 3,247,000 bus., against 1,659,000 bus. from New York.

Winnipeg, Man.—A company is being organized for the exporting of Manitoba wheat direct to Great Britain. W. T.

Gibbins is interested and expects to have the company in operation in time to handle the new crop.

Gretna, Man.—While the new smokestack for the eltr. of the Farmers' Eltr. Co. was being put in place it fell, injuring 1 of the men. A second attempt was made June 8 to put it in place and it again fell and was nearly destroyed, but none of the workmen was injured.

Indian Head, Assa.—The eltr. being built for McLaughlin & Ellis has been nearly completed. It is situated on the site of the plant of the Lake of the Woods Milling Co., which burned recently. A 15-h. p. Otto Gasoline Engine will be installed in a brick engine house.

Crop bulletin, No. 68, issued June 12 by the Manitoba Department of Agriculture, reports an increase of 548,000 acres in the area of the grain crop, with an increase of 403,000 acres in the wheat crop alone. The acreage of the crop is: Wheat, 2,443,000; oats, 855,000; barley, 327,000; flax, 56,000; rye, 5,000; peas, 2,357; corn, 1,993; and brome, 27,734. The increase of area under oats is 130,000 acres; flax, 15,000; and other grains, 3,000 acres. Barley shows a decrease of 3,253 acres, due to the fact that many farmers have sown a certain amount of speltz instead of barley. Future bulletins will show the speltz acreage.

The acreage under crops in Manitoba and the Northwest Territories, reports Frank O. Fowler, secy. of the Northwest Grain Dealers Assn., in his circular, No. 68, issued June 19, is: Wheat, 3,123,563; oats, 1,101,333; barley, 381,135; and flax, 64,639; compared with 2,624,928 acres of wheat; oats, 1,101,212; barley, 356,562; and flax, 46,550 acres. The condition of the growing crop over the whole country is excellent. Rain wud be beneficial to the smaller wheat area of the northern and eastern portions of Manitoba, but in the southern and western portions where the wheat belt is larger plenty of rain has fallen and wheat could not look more promising.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,650.

Geo. T. Sullivan was expelled from the Open Board of Trade, June 22.

W. M. Christie, with Fyfe, Manson & Co., is still confined to his bed with kidney trouble.

C. C. Germain had to suspend business because he was short on corn, but expects to resume operations soon.

J. W. Culver, grain broker, at 121 La Salle st., has been charged with obtaining money under false pretenses, by one of his customers.

The directors of the Board of Trade have refused to grant the privileges of the clearing house to a member because of "insufficient capital."

J. F. Mackenzie, formerly with the Weare Grain Co., is back from his vacation and has associated himself with Kneeland, Clement & Curtis.

The new grain committee which has been created to arbitrate sales made subject to approval by samplers is composed

of W. N. Eckhardt, Wm. Dunn, B. A. Eckhardt, C. P. Pierce and E. Gerstenberg.

Northern Cereal Co. incorporated, \$5,000 capital, to do a general milling business. Incorporators, Chas. J. O'Connor, O. W. Rosenthal and H. C. Seymour.

Edward A. Lord was presented with a bunch of 75 American beauty roses, June 17, the occasion being his 75th birthday, by the younger men on 'Change.

Rupert E. I. Smith has purchased a small fruit farm near Fayetteville, Ark., and intends withdrawing from the grain business in the near future to take a rest.

F. G. Olson, formerly with J. Rosenbaum Grain Co., is now on the road for D. C. Hoffman, who recently entered the grain receiving business on his own account.

Homer H. Peters, of Bartlett, Frazier & Co., has returned from a 5 months' absence with his health thoroly recovered. He spent his vacation in the vicinity of San Diego, Cal.

President Chandler has appointed E. T. Rosenbaum, F. S. Martin, L. B. Wilson, W. H. Lake and A. A. Harroun as a relief committee to secure supplies and money for the Kansas flood sufferers.

Eastbound grain shipments from Chicago for the week ending June 20, were 1,098,000 bus., compared with 1,076,000 bus. for the preceding week and 957,000 bus. for the corresponding week of 1902.

A. I. Valentine: Everyone knows the public eltrs. have been losing money for several years. The suggestion that free storage should be given for ten days on all receipts is too ridiculous to discuss.

Pres. Chandler does not favor the asked for increase in the charge for storage in regular eltrs., believing that the change, if any, should be in the way of giving the trade free storage for a moderate length of time.

The 24 Board of Trade members who are charged with knowingly permitting bucket-shopping have waived examination in Justice Bradwell's court and will be held to the grand jury, which is expected to throw the cases out of court.

Fire which had been smouldering in the Lake Shore & Michigan Southern transfer eltr. at 66th st. since the fire of Apr. 13 was fanned into a blaze by the high wind of June 11 and several fire companies were needed to protect surrounding property. After the former blaze water was poured on the debris for a week.

Geo. T. Sullivan was ordered by Judge Kohlsaat to show cause by June 24 why he should not be punished for contempt for violating the injunction restraining him from securing Board of Trade quotations, without the authority of the telegraph companies. Several affidavits have been filed that he has secured and used the quotations on several dates since the injunction was issued.

Elevator proprietors claim the cost of operating their houses has advanced to a point where an increase in the storage charge is imperative. It is alleged the sum of all expenses and charges for operating a 1,500,000-bu. eltr. is \$49,000 per year, or 2 1/4 cents per bu. of capacity, which the present charges fall far short of meeting. The proprietors have been making up the deficit out of other trade.

The hearing before the Board of Trade committee on rules, June 19, to consider the proposition to make No. 3 corn tenderable on No. 2 contracts at a penalty

of 3 to 5 cents per bu., was attended by very few. Sentiment is strongly in favor of some such action. Friends of the country shippers claim 3 cents penalty is enough. Some Chicago shippers who are interested mainly in the buying side favor 5 cents at the least.

Wm. H. Bartlett, Frank P. Frazier and C. B. Pierce have applied to Judge Holdom for an injunction restraining the two junior partners of the firm Bartlett, Frazier & Co. from petitioning for a receivership, as threatened. Homer H. Peters and Herbert E. Rycroft are willing to retire on the formation of the new firm of Bartlett, Frazier & Carrington, but are not satisfied with receiving their share of the firm's tangible assets. In addition they want a share of the good will, worth possibly \$2,000,000.

One of the features of the annual meeting of the Fraternity of Operative Millers at Chicago was a trip to South Chicago to inspect the 1,000,000-bu. steel eltr. of the J. Rosenbaum Grain Co. About 200 of the operative millers and their friends went on the special train which was provided by the J. Rosenbaum Grain Co. About 50 minutes were spent in inspecting the eltr., it being in full operation for the occasion. The special was in charge of A. Rheinstrom, W. G. De Haven, J. M. Coughlin and L. Mintz. Luncheon was served on the train, en route.

COLORADO

Pueblo, Col.—The Pueblo Flour Milling & Eltr. Co. will install an improved Hall Distributor.

La Junta, Colo.—The Arkansas Valley Hay & Grain Dealers Asso. was organized June 1 at a meeting including the dealers between Nepesta and Holly. The asso. will endeavor to protect its members from imposition by the eastern shippers who have been selling the Colorado dealers very inferior corn and hay, it is alleged. The officers are: Pres., Charles Maxwell, of Lamar; secy., John F. Walsh, of La Junta; board of directors, H. B. Dye, of Manzanola; B. R. Lakin, of Las Animas; F. B. Stoop, of Rocky Ford; John F. Walsh, of La Junta; and Charles Maxwell, of Lamar.

ILLINOIS.

Hull, Ill.—B. Miller does a shovel business.

Clarence, Ill.—S. P. Kelly is doing an irregular business.

San Jose, Ill.—J. & F. Rapp will add 12,000-bus. capacity to their eltr.

Cerro Gordo, Ill.—The eltr. of the Decatur Eltr. Co. is nearly completed.

Gibson, Ill.—The branch office of the Geo. T. Sullivan Co. has been closed.

Winkel, Ill.—J. & F. Rapp will increase the capacity of their eltr. to 40,000 bus.

Glasford, Ill.—A. L. Maple has engaged in the grain and lumber business.

Jonesboro, Ill.—The Jonesboro Milling & Eltr. Co. will erect a large warehouse.

Rantoul, Ill.—Crane, Clark & McCullough expect to build an addition to their eltr.

Mackinaw, Ill.—Jacob Steiner & Son will erect a 35,000-bu. eltr. on the Big Four.

Dorans, Ill.—The 60,000-bu. house of the Mattoon Eltr. Co. has been completed.

Coffeen, Ill.—Toberman Bros. are installing a 40-h. p. boiler and a 30-h. p.

engine, an addition to be built over the boiler.

Nekoma, Ill.—The Farmers' Eltr. Co. is having an eltr., 32 x 32 x 44 feet, built by T. I. Bachus.

Paris, Ill.—Richcreek & Co. have bot and will take immediate possession of the eltr. of C. E. Shaw.

Pearl, Ill.—A. M. Applegate has begun the erection of his eltr. He will also improve his warehouses.

Decatur, Ill.—Suffern, Hunt & Co. have bot 1 No. 43 Perfection Dust Collector of the Allis-Chalmers Co.

Broadlands, Ill.—The Broadlands Grain & Coal Co. will erect an eltr. on the site granted it by the C. & E. I. Ry.

Vienna, Ill.—The Vienna & Belknap Eltr. Co. will install 2 Hall Distributors and also 2 at its eltr. at Belknap.

Rushville, Ill.—Wm. Bader, of Astoria, has bot the Little Eltr., and W. S. Long, also of Astoria, will have charge.

Biggsville, Ill., June 10.—Everything is backward. Too wet for corn; oats looking fairly well.—Frank E. Abbey.

Milmine, Ill.—The Decatur Eltr. Co. has bot the eltr. of G. W. Hay for \$10,000. The eltr. has a capacity of 50,000 bus.

Depue, Ill.—Geo. Beyer, who was elected secy. of the Illinois Grain Dealers Asso., will remove from Depue to Decatur.

Astoria, Ill.—Fred G. Bader will have charge of the eltr. of Wm. Bader to succeed W. S. Long, who has removed to Rushville.

Raven, Ill.—The Gilbert-Maddock Co., of Dana, Ind., has installed a 25-h. p. Fairbanks Gasoline Engine in its eltr. at this point.

Conlogue Sta., Ill.—The Mattoon Eltr. Co., of Mattoon, is building a 35,000-bu. eltr. Machinery purchased from the Marseilles Mfg. Co.

Kemp, Ill., June 17.—Oat crop will be very short in this vicinity. Corn looks fairly well, but late; needs rain badly.—Cuppy & Moss.

Arcola, Ill.—The Arcola Grain, Coal & Telephone Co. incorporated, \$5,000 capital. Incorporators, Jos. H. Ewing, John I. Hall and Jos. Coombe.

Peoria, Ill.—A distillery is to be erected to cost \$500,000. The new plant will produce corn products of various kinds. Adolph Woolner is interested.

Hull, Ill.—John Stamey is building a 25,000-bu. eltr. and will install the latest type of machinery, making it possible for 2 men to handle 20,000 bus. a day.

Magnet, Ill.—Ed Morris has built an addition, 24 x 36 feet, to his new eltr. and has installed a 37,000-lb. hopper scale, a Boss Car Loader and a 30-h. p. steam engine.

Kemp, Ill.—At the eltr. of Cuppy & Moss 2 grain bins collapsed June 3 with 5,000 bus. of corn. Damage to building will amount to \$200, but no damage was done to the grain.

Fletcher, Ill.—A. H. Conger, who has been operating the eltr. for the account of Rogers, Bacon & Co., has bot the interest of Edward Sutter in the house, and the business will be conducted by Conger Bros. Rogers, Bacon & Co. continue to operate the other eltr.

The Illinois Valley Grain Dealers Asso. will hold its regular monthly meeting June 30 at the Wisconsin hotel, La Salle, Ill. Among other questions of importance the new oats question will be discussed.

Every member wishing to spend a pleasant and profitable evening should attend.

Pontiac, Ill.—Rogers, Bacon & Co. have discontinued their office at this point and the business will be transacted from the Bloomington office. W. H. Magoon, who has had charge of the office, has accepted a position with a Chicago firm and Richard Arnold, who has been with the firm at Cornell, will have charge of the company's interests here.

Alton, Ill.—Flood damage in the wheat bottoms between Chester, Ill., and Alton, must be seen to be appreciated. The ruin is complete. The inundated lands are the most fertile in the west, and the loss of the crops is most serious, especially since the acreage in the aggregate is considerable. The Mississippi bottoms in some places are 15 miles wide between bluffs.

Billels, Ill.—Gill & Fisher Co., Ltd., has sued Geo. Treadway & Co., on an unfulfilled delivery. During the first part of October Treadway & Co. sold Gill & Fisher 5,000 bus. mixed corn for year delivery. Sellers failing to make delivery, Gill & Fisher bot in the corn Dec. 31, sued for the difference, amounting to \$257.14, and have been given a judgment for \$90 by an Illinois jury.

Pearl, Ill., June 16.—Our wheat crop indicates about 50 per cent of 1902, also thousands of acres have been destroyed by high waters of Illinois and Mississippi rivers. The corn crop on high lands is not doing as well as it should because of so much rain which prevents cultivation, and our temperature, at night, has been too cool. The lowlands will produce only early varieties, if water gets back in banks by July 1.—A. M. Applegate.

Peoria, Ill.—Shipments from Peoria for the month of May, as reported by R. C. Grier, secy. of the Peoria Board of Trade, were: 236,000 bus. of wheat, 541,000 bus. of corn, 768,000 bus. of oats, 10,400 bus. of rye, 17,900 bus. of barley, 20,200 pounds of broom corn, 3,345 tons of mill feed and 440 tons of hay; compared with 88,120 bus. of wheat, 331,676 bus. of corn, 1,635,102 bus. of oats, 700 bus. of rye, 44,000 bus. of barley, 15,000 pounds of broom corn, 5,918 tons of mill feed and 240 tons of hay for the month of May last year. The receipts for May amounted to 56,400 bus. of wheat, 1,621,000 bus. of corn, 618,500 bus. of oats, 11,200 bus. of rye, 91,100 bus. of barley, 15,000 pounds of broom corn, 270 tons of mill feed and 3,070 tons of hay; compared with 100,600 bus. of wheat, 1,322,650 bus. of corn, 1,467,800 bus. of oats, 8,400 bus. of rye, 56,000 bus. of barley, 15,000 pounds of broom corn, 1,800 tons of mill feed and 1,800 tons of hay for May, 1902.

INDIANA.

Bippus, Ind.—The Journal comes first in my mail.—L. M. Fishbaugh.

Dana, Ind.—Ed. Baler has installed a new gasoline engine in his eltr.

Seymour, Ind.—A meeting of the Southern Indiana Millers was held here June 9.

Lagrange, Ind.—The Berne Grain & Hay Co., of Berne, is building a 12,000-bu. eltr.

Brookston, Ind., June 2.—We do not like to be without the Journal.—R. M. Wilkinson.

Vermont, Ind.—Morrison & Thompson will equip their eltr. with an improved Hall Distributor.

Huntertown, Ind.—The Berne Grain & Hay Co., of Berne, will remodel the building recently purchased and will in-

stall shelling and cleaning machinery and a new steam engine plant.

Dana, Ind., June 17.—A correspondent writes that corn in the vicinity of Dana is "reaching out" in good style.

Attica, Ind.—W. A. Thompson sold for J. F. Roadman, his eltr. in Attica for F. S. Davis, of Marshfield, for \$7,000.

Wadena, Ind.—B. Noftzger, of Rochester, has purchased complete eltr. machinery from Barnard & Leas Mfg. Co.

Boston, Ind.—The eltr. of John F. Sutton burned June 10 with 1,300 bus. of wheat. Loss \$3,000, with \$1,000 insurance.

Wolcott, Ind.—Elmer Martin, of Kentland, has assumed his interest in the Wolcott Grain Co., which has succeeded J. M. DeBolt.

Logansport, Ind.—Baum & Orr will open an office in Logansport about July 1 and will do a brokerage business.—Guy Orr.

Anderson, Ind., June 11.—Some fields in our section look very well; some are considerably damaged by flies and rust.—Jas. Wellington.

Clark's Hill, Ind.—J. O. Finch & Son have sold their eltrs. at Clark's Hill and Fickle on the Clover Leaf to Worts & Emmick, of Toledo.

So. Whitley, Ind., June 11.—In my section the crop is a little short; I believe we will have about 75 per cent of last year's crop.—H. L. Combs.

Lebanon, Ind., June 11.—The corn crop is very discouraging. Oats are looking well and we will probably have 75 per cent of a wheat crop.—H. C. Clark.

Wolcott, Ind., June 16.—Prospects in this locality are not flattering for corn or oats. Oats will be very short unless we have generous rains.—A. M. Ludeman.

Rushville, Ind.—Ball & Ball have bot the eltr. which they have operated, under lease, during the past 7 years. The house will be remodeled and improved machinery installed.

Wheatland, Ind.—H. S. Anderson, formerly in the grain business with his father, M. E. Anderson, contemplates engaging in the scoop shovel business at Wheatland. He has no facilities.

Wolcott, Ind.—A. M. Ludeman will build a 100,000-bu. eltr. with ear corn crib, with a capacity of 20,000 bus., attached. The equipment will consist of a new engine and boiler, a Marseilles Sheller and Cornwall Corn Cleaner.

Indianapolis, Ind., June 15.—Planting and cultivating corn pushed vigorously; work 2 weeks late. Oats are improved but promise light crop; wheat below average and suffering from rust and insects; harvesting begun in the south. Clover being cut and the yield is abundant.—Government Report.

Indianapolis, Ind.—At the annual election of the Board of Trade, held June 8, the following officers were elected: Chas. C. Perry, pres.; S. B. Sweet, vice-pres.; and Elmer E. Perry, treas. Members of the governing committee, John J. Appel, Edgar H. Evans, Geo. G. Tanner, Sidney M. Dyer, E. B. Martinsdale, John E. McGettigan, Wm. F. Piel, Hugh J. McGowan and Henry T. Hearsey.

Oxford, Ind., June 22.—Present prospects for crops in the vicinity of Oxford are good. We have just had a nice rain. While oats are short they promise fair for an average crop. Corn has a good growth for the season and nearly all will be ready to lay by July 4. Early oats will

be ready to harvest the first week in July.—V. L. Anderson, of Risser & Anderson.

Sellersburg, Ind.—Jas. H. Waters and R. E. Pickerell were arrested June 6, charged with embezzlement of \$2,250 from Chas. Rippe, grain shipper of Forest City, Ia. In April Rippe had sold the Southern Indiana Grain Co., conducted by defendants, 5 cars of corn, destination Nashville, Tenn. Draft was made thru the Exchange Bank of Sellersburg with instructions to notify the Southern Indiana Grain Co. Failing to receive returns Rippe wrote the railroad agent at Nashville, and was informed that the bill of lading had been presented and delivery of the corn made to consignees designated by the Southern Indiana Grain Co. Rippe then drew on the bank, but the paper was protested. Nothing remained but to make a personal visit, which Mr. Rippe did, accompanied by his attorney. On arrival at Sellersburg they found that the bank and the grain company were one and the same. This explained how the grain company could get the bill of lading without paying for the corn.

Indianapolis, Ind.—The American Society of Equity met here Saturday. Mr. Everett, the promoter, said the first object was to increase prices. "The moment the organization is completed we can advance the selling prices of farm products 25 per cent. Wheat should be \$1 per bu., while flour and bread should remain at present prices." Deluded man, he ignores both supply and demand. He is confident that as soon as wheat brings one dollar in a country market the grain dealers will buy all that is offered quick, fearful lest the price advance to \$1.25. He assured his hearers that the society would advance 1 cent per bushel per month to members who desired to hold wheat for \$1. per bu., to defray the expense of carrying charges and interest. Although the society's articles of incorporation provide for the building of eltrs. and the displacement of all middlemen, Mr. Everett told his hearers that the society would in no way interfere with established lines of business. Consistency, thou art a rich jewel.

IOWA.

Emmetsburg, Ia., June 17.—Oats and barley look well.—G. O.

Gilmore City, Ia.—Counselman & Co. will rebuild their oat house.

Smithland, Ia.—I enjoy the Journal very much.—G. S. Leininger.

Bondurant, Ia.—W. F. Stephenson is the new mgr. for Bowen & Regur.

Manilla, Ia.—The Atlas Grain Co., of Chicago, has bot the eltr. of Jahn Bros.

Clinton, Ia.—The office of the Geo. T. Sullivan Brokerage Co. has been closed.

Collins, Ia.—Martin H. Troup has accepted a position with the Atlas Grain Co.

Wellsburg, Ia.—An improved Hall Distributor will be installed in the eltr. of J. J. Peters.

Hampton, Ia.—We are always pleased to see the Journal make its appearance.—Moore Bros.

McIntyre, Ia.—The Way-Johnson-Lee Co.'s eltr., which was burned May 6, has been rebuilt.

Mason City, Ia.—The Journal is the best advertising paper I ever employed.—C. T. Sidwell.

Halley, Ia.—The Way-Johnson-Lee Co.'s eltr., which was burned May 14, will be rebuilt.

Cedar Rapids, Ia.—Douglas & Co. have just started a starch plant, consuming 3,000 bus. of corn daily.

Toronto, Ia.—Kidd & Endorf are building an addition to their eltr. and will install a dump and eltrs.

Ridgeway, Ia.—The new eltr. of Gilchrist & Co. has been completed by Younglove & Boggess Co.

Hosper, Ia.—We could not afford to do without the Journal so long as we are in the grain trade.—G. Draayom.

Elkhart, Ia.—The Diamond Eltr. Co. is erecting a 10,000-bu. eltr. at this point, on the D. M. N. & I. F. Ry.

Bradgate, Ia.—I would miss the Journal very much if I did not get it regular twice a month.—W. Lancaster.

Boyden, Ia.—C. B. Lamkin's new 20,000-bu. eltr., erected by L. O. Hickok, is run by a 5-h. p. Otto Gasoline Engine.

Montgomery, Ia.—Albertson Grain Co. incorporated, \$25,000. Incorporators, Elmer M. Albertson and J. J. Crowley.

Cylinder, Ia.—Will Ryan will run the eltr. for the Canton Grain Co., that purchased the eltr. from F. H. O'Halloran.

Emmetsburg, Ia.—The Reliance Grain Co., of Minneapolis, will repair Gilchrist's old eltr. and install a gasoline engine.

Des Moines, Ia.—The Cereal Refund & Brokerage Co. incorporated, \$100,000 capital. Herman G. Rich, of Des Moines, will be secy.

Des Moines, Ia.—The Geo. T. Sullivan Co.'s offices have been closed. Local speculators are said to be unable to get their margins.

Blairstown, Ia.—The Kinsella Grain Co., of Omaha, has bot the equipment for its eltr. from the York Foundry & Engine Works.

Hawthorne, Ia.—R. J. Edmunds & Son have bot the eltr. from T. J. Hutchinson & Co., who bot the eltr. recently from Wm. Daugherty.

Madrid, Ia.—The eltr. of S. B. Williams was struck by lightning recently and a hole was torn in the roof, but no other damage was done.

Collins, Ia., June 19.—Our crops here are looking fine, altho the acreage of corn will be cut by the extreme wet weather.—Martin H. Troup.

Oto, Ia.—P. G. Riedesel has remodeled his eltr. and now has a capacity of 25,000 bus. He installed an overhead loading spout and a Fairbanks-Morse Gas Engine.

Geneva, Ia.—Henry Iblings, who sold his eltr. to B. C. Bell in Apr., has bot the eltr. and grain business of Geo. A. Tucker and will again do business at Geneva.

Northwood, Ia.—Eckert & Williams have been making improvements on their eltrs. to protect them from future floods as the late high water came near drowning them out.

Sheldon, Ia.—Geo. B. Rait, formerly with the Nye & Jenks Grain Co. at Duluth, Minn., will have charge of the eltrs. of the Devereux Eltr. Co., in Minnesota, Iowa and Nebraska.

Sheldon, Ia., June 16.—The weather has turned fine now and crops are very much improved. I look for a good crop of small grain, but corn does not look so promising.—Geo. B. Rait.

Galva, Ia.—The Galva Union Eltr. Co. incorporated, \$6,000 capital. Michael Murray is pres. The company has let

the contract for a 29,000-bu. eltr., which will be completed by Aug. 10.

Sioux City, Ia.—N. B. Updike and C. S. Lefferts were in Sioux City recently to confer with B. S. Josselyn, general mgr. of the Union Terminal Co., about the plan for building a terminal eltr.

Des Moines, Ia.—J. M. Brown, manager of the Iowa business of Chas. Counselman & Co., has broken down under the nervous strain imposed by the varied interests under his supervision, and has been placed in the care of a physician. He is now at Evanston, Ill. His many friends will regret to learn that the doctors have no hopes for his early recovery.

Fairfax, Ia., June 16.—This vicinity produces mostly corn and oats; the oat crop looks fine and seems not to be greatly damaged by the heavy rains of the past. The corn is fully 3 weeks late and was damaged somewhat in the low places by a light frost recently. There is not a great deal of last year's crop in the country and unless we have a speedy change in the weather the farmers will not continue selling.—W. E. Yessler, agt. Northern Grain Co.

Bondurant, Ia., June 23.—The crop condition is much improved by the recent rains, and the favorable weather for the cultivation of corn. The oats are commencing to head out and the crop promises to be large. The acreage of corn in this section will be short about 5 per cent of that of last year. The demand for corn by the feeders of the section is good and very little is being shipped to terminal markets.—W. F. Stephenson, mgr. Bowen & Regur.

Des Moines, Ia.—The official crop report of Geo. A. Wells, secy. of the Iowa Grain Dealers' Asso., gives the percentage of corn land planted June 1 as 72; the percentage of corn land to be abandoned as 16, with the percentage of oat acreage which will be reduced because of water as 12 and the percentage of the total crop acreage which will be abandoned on account of being too wet to plant or sow as 15. The percentage of hogs now in the farmers' hands was 74 and that of cattle 77, with the average based on the past 5 years as 100 per cent.

KANSAS.

Bushton, Kan.—W. B. Robbins has re-shingled his eltr.

Goddard, Kan.—Nolan Bros. are building a 6,000-bu. eltr.

Runnymede P. O., Kan.—The Farmers' Eltr. Co. has let the contract for an eltr.

Solomon Rapids, Kan.—Johnson & Thierolf will install an improved Hall Distributor.

Stockton, Kan.—A farmers' eltr. company is being organized and J. G. Woodrum has been elected permanent chairman.

Clafin, Kan.—Moses Bros., who recently purchased the eltr. of L. J. Bailey, is building a large addition to the building.

Whitecloud, Kan.—J. H. Lynds had \$6,400 and the White Cloud Mill & Eltr. Co. had \$7,500 insurance on their burned plants.

Topeka, Kan.—The Capital eltr. was the first to get up steam after the flood. Damage to the extent of \$6,000 is estimated to have been done to it.

Topeka, Kan.—Local grain dealers had a meeting recently to raise funds for the flood sufferers, and appointed E. J. Smiley, A. H. Bennett and W. L. Taylor to receive contributions and distribute funds.

The first contribution received was \$1,800 from the Chicago Board of Trade.

Onaga, Kan.—H. Vogelsang, mgr. for the Midland Eltr. Co., has attached a pump to the gasoline engine to pump water out of the eltr. pit.

Highlands, Kan.—B. D. Williams is building a 12,000-bu. eltr. at Winona, an inland point. All grain will be shipped thru the Highland Sta. eltr.

Atchison, Kan.—The Baker-Crowell Grain Co., incorporated, \$150,000 capital. The firm will operate the eltrs. in northern Kansas and Nebraska, now owned by and operated by the Greenleaf-Baker Grain Co.

Topeka, Kan., June 15.—Wheat fair to good, blooming north, ripening central and harvest begun in the south. Bottom corn small, weedy, being worked, improving; upland corn better stand and color. Oats doing well, heading central. Grass fine; alfalfa being cut, fair. Kansas River bottom farms washed out or covered with sand.—Government Report.

Arkansas City, Kan.—The eltr. and mill of the Arkansas City Milling Co. burned June 17 with about 25,000 bus. wheat, 15 cars of flour and 8 cars of bran, shorts, etc. Loss about \$125,000, insurance, \$100,000. An employee of the company was fatally injured and the mgr., Major Searing, was severely burned. Fire started by an explosion caused by spontaneous combustion, it is alleged. The company has not decided to rebuild.

Wichita, Kan., June 12.—At the meeting of grain dealers, millers and farmers, called by Secy. Smiley of the Kansas Grain Dealers Asso., a permanent organization was formed, known as the Kansas Freight Rate Asso., with J. A. Howard, pres., and David Heenam, secy. The meeting was very well attended. Papers by H. Herzer and Herbert Hackney were read, both showing the injustice of present freight rates to southern and central Kansas. "The local freight rate from any station in Kansas added to the through rate from Kansas City to Galveston, is several cents less after being hauled to the market and back again over the same line, making in some cases a haul of 500 miles further than it would be to start it direct from where the grain originated. The railroads claim that it is easier and cheaper to haul trainloads from a large grain center, like Kansas City, than it is to gather up a few cars at each station along the line. That method of reasoning cannot hold good, as these local shipments are made in from one to five cars to Kansas City, and then hauled back over the same route to the Gulf for less than if they were started direct from the original eltr. to Galveston. The grain dealers and shippers have watched this process of 'skinning alive' until they have grown weary and wonder if there is Balm in Gilead."

KANSAS LETTER.

Derby, Kan.—John Kiefner, Jr., has bot the eltr. of L. M. McCrocklin.

Wellsford, Kan.—J. B. Hupp & Co., of Pratt, have succeeded F. E. Dowell.

Sawyer, Kan.—W. W. Miller & Son, of Anthony, have succeeded W. P. Finger & Son.

Maize, Kan.—J. F. Norris & Co. have purchased the grain business of Topp & Siever.

Chanute, Kan.—Samuel Wickard, senior member of the firm of S. A. Wickard & Son, died at his home June 13. Mr. Wickard has been in very poor health for a number of years and the business has been conducted by his son, D. K. Wickard.

Topeka, Kan.—Thos. Page, mgr. of the Mid-Continental Mills, suffered great loss of grain in the recent floods. C. W. Hoyt, J. G. West, and the Taylor Grain Co. lost their office furniture and records. C. W. Hoyt, who has but recently returned to make his home in No. Topeka, has been able to recover but a small portion of his household goods. Forbes Bros. also lost heavily on grain stored in their warehouse and much of the grain on track at Topeka will prove a serious loss to the owners.

New members who have recently joined the Kansas Grain Dealers Asso. are E. G. Swayze, Pomona; Melvern Grain Co., Melvern; C. J. McGregor, Olivet; Wilson & Brandon, Olivet; Ozawkie Mill & El. Co., Ozawkie; J. H. Elward, Castleton; Central Mills, Ira F. Elliott, prop., Wichita; C. E. Anderson & Co., Wellsford; Bennett Gr. Co., Wichita; H. Herzer, Wichita; Rowland Com. Co., Wichita; McCauley Com. Co., Wichita; H. F. Probst, Arkansas City; R. F. Coats Gr. Co., Wichita; Hazelton El. Co., Hazelton; J. F. Norris & Co., Maize; Poorman Mill Co., Anthony; J. F. Schmidt, Lorraine, Kansas.

KENTUCKY

West Louisville, Ky.—W. L. Horrell & Son are building an eltr.

Mayfield, Ky.—C. W. Boswell and Z. T. Long have brot suit against Gilbert & Arenz, the Paducah Commission Co., and the Odell Commission Co., alleged bucket-shops, to recover \$4,410 claimed to have been lost.

Frankfort, Ky., June 8.—The long dry, coll spell which lasted the greater part of May was very injurious to the wheat and the ground was so hard that farmers got behind in their corn planting and it will fall short. This dry spell has broken the last of the month by heavy and continuous rains which did much damage by washing and overflow. The acreage June 1 was 94 per cent of that of last year; the lateness of the season and bad preparation of the land has reduced the condition to 78. The wheat crop has been cut down by the unfavorable weather has caused some land to be abandoned and the acreage has fallen to 94 and the condition to 82. The same conditions have affected the oat, barley and rye crops. The acreage of oats has been cut short by the inability to sow and the dry, cool weather has reduced the condition of the barley and rye crops. The condition on June 1 was: Oats, 72; barley, 87, and rye 85. The acreage of oats for 1903, as compared with 1902, is 83; of barley, compared with 1901, 92, and of rye, 94.—Report of I. B. Nall, Commissioner of Agriculture.

MARYLAND

Baltimore, Md.—The Maryland Export Co., it is said, will wind up its affairs. Frank Frick, Jr., is mgr., and A. A. Fowler & Co., of New York, are said to be interested.

Baltimore, Md.—The Wm. Hopps Grain & Hay Co. has been given the contract for supplying the Baltimore fire department with feed for 3 months at a rate of \$1,862 per month.

MICHIGAN.

Mason, Mich.—Frank Dean is said to have bot the Seely eltr.

Richland, Mich.—The eltr. of G. M. Evers is nearly completed.

Badaxe, Mich.—The Wallace Co., of Port Austin, has bot the eltr. of W. H.

Carey & Co. and will install a new engine and scales.

Kinde, Mich.—The Wallace Co. will double the capacity of its eltr.

Badaxe, Mich.—Wm. F. Engle is erecting an eltr. in connection with his flour mill.

Monroe, Mich.—G. R. Hurd Sons Co. has bot the eltr. and coal business of John Wahl.

Breckenridge, Mich.—The eltr. of Crawford & Co. will be equipped with an improved Hall Distributor.

Traverse City, Mich.—The addition to the starch factory is nearly completed and the manufacture of starch from corn will begin soon, the firm expecting to use 3,000 bus. daily.

Badaxe, Mich.—The cold snap which has been on for weeks has given the growing grain a setback and the outlook is very poor. Light receipts in grain and seeds.—O. W. Leoffler.

Jackson, Mich.—The bean and grain eltr. of S. M. Isbell & Co. burned June 9. Loss between \$30,000 and \$40,000, insurance \$29,000. The stock of beans is said to have been a total loss. The cause of the fire is supposed to have been an explosion of dust. The eltr. will be rebuilt as soon as possible.

Bancroft, Mich.—John W. Martin, whose eltr., valued at \$2,000, was built on land owned by the Grand Trunk Western, received orders recently to remove it, altho it would have been useless in any other position. On his failure to do so, a gang of section men attacked the house and soon razed it. Mr. Martin will seek satisfaction in the courts.

Lansing, Mich., June 15.—Cool, dry, weather has greatly retarded growth and germination. Winter wheat, rye, oats, barley and peas backward and uneven; corn making very slow growth. Hay prospect deteriorated and a very short yield indicated. Beans mostly planted but soil too dry for favorable germination; buckwheat seeding begun.—Government Report.

Hillsdale, Mich.—F. W. Stock & Sons are trying a new system of handling rye and oats. The east end of the storage building is used for oats and the west for rye, with an eltr. between. The grain when brot by the farmers is emptied into a large hopper and after being weighed is dumped into a bin beneath, from where it is conveyed by the eltr. to the car on the track or to the storage bins. By the new method a conveyor takes the grain from the bin to the eltr., which carries it to the top of the building where it is spouted into the cars at a rate of 2,000 bus. an hour.

MINNEAPOLIS

Cole, Henderson & Co. have sold the Minnehaha Eltr. to the Coe Comisn. Co.

E. J. Skewis, of the Skewis-Moen Co., has just returned from a 3 months' trip in Europe.

R. Troendle has bot out his partners and now owns all the stock of the Spencer Grain Co.

The Calumet Grain Co. has contracted for a 200,000-bu. cleaning and transfer eltr. on the Omaha road.

Joe Marshall, pres. of the Chamber of Commerce, left Minneapolis June 16 for a 2 months' trip in Europe.

G. T. Honstain is installing a 400-h. p. steam plant for the Concrete Eltr. Co. with brick stack, also a 250-light electric plant.

Great Northern Eltr. No. 2 has been torn down. This eltr. was built by the Minneapolis Eltr. Co. in 1879 and had a capacity of 750,000 bus.

The American Malting Co. will, Aug. 1, consolidate its Minneapolis office with the head office in Chicago, but will still do business in this territory.

The Reliance Eltr. Co. has bot the eltrs. belonging to the Spencer Grain Co. on the I. & D. Division of the C. M. & S. P. Ry.—G. O., Emmetsburg, Ia.

E. S. Woodworth & Co. have let the contract to G. T. Honstain & Co. for a 1-story feed warehouse, 100 x 200 feet, with a stone foundation, on the Omaha road.

The annual meeting of the So. Minnesota and So. Dakota Grain Dealers Asso. will be held at Holcomb Hall July 15 at 2 p. m. One session only will be held.

The assignees of the St. Paul & Kansas City Grain Co. show in their final report that \$406,614.20 have been collected since the assignment, with which to pay the expenses and claims aggregating \$619,167. Fred C. Van Dusen and Peter B. Smith, assignees ask \$15,000 for their services, and \$10,000 for the services of their attorneys, and the court has issued an order to show cause why the report should not be allowed.

MINNESOTA.

Benson, Minn.—The Cargill Eltr. Co. is improving its eltr.

West Union, Minn.—Lee & Gingery have bot Peter Ritter's eltr.

Crookston, Minn.—The Crookston Milling Co. will erect a 65,000-bu. eltr. Its 300-barrel mill has been nearly completed.

Vernon Centre, Minn.—The Skewis-Moen Eltr. Co. has bot Alf Henderson's eltr. on the Omaha. Take possession July 1.

Frost, Minn.—The Nye-Schneider-Fowler Co. will rebuild its 20,000-bu. eltr. which was struck by lightning and burned May 24.

Donnelly, Minn.—The Interstate Grain Co. will build a 30,000-bu. eltr. It has just completed eltrs. of like capacity at Avon and Leaf River.

Brandsvold, Minn.—The insect that is eating the grain crops near this place is declared by the state entomologist to be the wire worm.

Herman, Minn.—The Phoenix Mill Co., of Minneapolis, has bot a 25,000-bu. eltr. from the Duluth Eltr. Co. and moved it to a site near the mill.

Windom, Minn.—The eltr. of J. Hutton was struck by lightning June 18 and burned, together with several thousand bus. of grain. Loss about \$10,000, partly insured.

The annual meeting of the South Minnesota and South Dakota Grain Dealers Asso. will be held at Holcomb hall, 43 Fourth st., South, Minneapolis, Minn., on the afternoon of July 15.

Coates, Minn.—The Farmers Eltr. Co. has let contract to G. T. Honstain for a 25,000-bu. eltr. with two stands of chain-driven eltrs., a 15-h. p. Fairbanks Gasoline Engine in a standard brick engine house and a 100-bus. hopper scale.

Minneapolis, Minn.—Rains early in the week were insufficient for spring plowed lands in northern portion; recently flooded lands in southern portion becoming hard. Light frosts in the middle of the week, but without injury. Wheat, oats, barley and flax generally in splendid condition, where not previously affected by excessive moisture; rapid crop improvement in

recently flooded lands in southern portion. Corn growth checked by cold; fine crop of clover and timothy nearly ready to cut.—Government Report.

The condition of spring wheat in Minnesota on June 1, reported by John Hyde, statistician of the Department of Agriculture, June 10, was 95, compared with 95 for 1902 at the same date and 93 for 1901, and the average for 10 years of 95. The acreage was 94, compared with last year.

Cannon Falls, Minn.—The Cannon Falls Farmers Eltr. Co. has requested the state railroad and warehouse commission to assist in prosecuting a case before the Interstate Commerce Commission regarding alleged discrimination in grain rates. Altho Cannon Falls is 40 miles nearer Chicago than is Minneapolis, it is cheaper to ship via Minneapolis than to Chicago direct.

Kasota, Minn.—Hubbard & Palmer Co., of Mankato, has let the contract for a 125,000-bu. annex to its eltr. built last season, to L. O. Hickok. This will give the company storage for 250,000 bus. at this point. The house is equipped with machinery for cleaning all kinds of grain and seeds. Two more 100-ton Fairbanks-Morse track scales will be installed, making four in all. The annex will have four large legs with 20 x 7 x 7 buckets. It will also have 9 stands of elevators for supplying the cleaning machinery. Two 36-inch, 140-foot belt conveyors, with reversible 4-roll self-propelling trippers will be included in the equipment.

MISSOURI.

Dixon, Mo.—Wm. Heller is enlarging his eltr.

St. Louis, Mo.—New passenger lifts will be installed in the Merchants Exchange building.

Kansas City, Mo.—M. S. Grier, mgr. for Chas. Counselman & Co., has resigned and will take a trip to Europe.

Armstrong, Mo.—P. O. Brooks, of Fayette, has bot for \$6,000 a half interest in the Armstrong Mill & Eltr Co.

The supreme court has decided against the shippers on the legality of the reassignment charge of \$2 per car.

Kansas City, Mo.—The Milwaukee Eltr. which was being built is a total wreck and some parts of it have floated away.

Kansas City, Mo.—The site of the eltr. which is to be built for the Hall-Baker Grain Co. was 9 feet under water during the recent flood.

St. Louis, Mo.—Goffe, Lucas & Car-kener, of Kansas City, have opened a branch office in St. Louis, with Geo. C. Martin, Jr., in charge.

Kansas City, Mo.—The erection of the large eltr. of the Missouri Pacific R. R. has been postponed for a year, at least. The late flood showed that the site was subject to overflow by 35 ft. of water.

Harlem, Mo.—The Burlington road has planned to build an eltr. with a capacity of 1,200,000 bus. which will be operated by the Harroun Commission Co. Building may commence as soon as the flood recedes.

Kansas City, Mo.—The Exchange Eltr., which was under lease to the Harroun Commission Co., burned June 12 with about 40,000 bus. of wheat and a number of freight cars, some loaded. Loss on building, \$40,000, on contents, \$30,000, both covered by insurance.

Kansas City, Mo.—To move the flood-damaged grain the railroads have made a

rate of 7 cents per 100 from Kansas City to Chicago and Peoria, expiring June 30. This rate will be given only on certification by the Board of Trade that the grain actually was damaged by flood. Distillers are paying 30 cents per bu. for the corn, and salvage men are giving about 10 cents for the wheat.

Kansas City, Mo.—A canvass of the Board of Trade has shown that 683 cars of grain on track were submerged in the flooded railroad yards, including some that had been unloaded in warehouses. At one of the warehouses the grain has been shoveled out in hopes that it would be carried on the receding flood, and some grain men think all will be a total loss, but it is that some may be used by distillers and some have made an effort to get special rates to Peoria and Louisville and send it as soon as possible.

NEBRASKA.

Sterling, Neb.—Thos. Cochran is building a 30,000-bu. eltr.

Benedict, Neb.—Andrew Houston is the new mgr. for the Farmers' Eltr. Co.

Fairbury, Neb.—W. P. Dickenson has bot A. Upton's eltr. and will overhaul it.

Creston, Neb.—J. H. Conner will equip his eltr. with an improved Hall Distributor.

Willow, Neb.—E. M. Lefflang has his new eltr. finished and is ready for business.

Kearney, Neb.—An improved Hall Distributor will be installed in the farmers' eltr.

Moorefield, Neb.—The Foster Grain Co., of York, has bot the eltr. of Wilsey & Son.

Nora, Neb., June 16.—Crops look fine so far.—C. E. Ramsey, agt. Counselman & Co.

Auburn, Neb.—L. L. Coryell is building a 12,000-bus. eltr.; gasoline power, 7 h. p. Howe.

Hiawatha, Neb.—N. Saulisbury will remodel his eltr. and install a new gasoline engine.

Horace, Neb.—Gould & Weeks have just completed a 15,000-bu. eltr. Gasoline power.

Kearney, Neb.—The Westbrook-Gibbons Grain Co. will add 50,000 bu. storage to its eltr.

Elk Creek, Neb.—The Hayes-Eames Grain Co. has bot the eltr. of the Foster Grain Co.

Boelus, Neb.—The Wells-Hord Grain Co. will build a 20,000-bu. eltr. with gasoline power.

Shelton, Neb.—The Westbrook-Gibbons Grain Co. will install an improved Hall Distributor.

Albion, Neb.—The Albion Eltr. Co. will equip its new eltr. with a 7-in., 15-duct Hall Distributor.

Schuyler, Neb.—The Wells-Hord Grain Co. is remodeling its eltr. and installing a gasoline engine.

Auburn, Neb.—James Taylor has secured a site on the M. P. Ry. and will build an eltr. and mill.

Shelton, Neb.—The Westbrook-Gibbons Grain Co. is demolishing its old eltr. and will build a 25,000-bu. cribbed house.

Benedict, Neb.—A fire occurred in the farmers' eltr. recently but was extinguished before much damage was done.

Swanton, Neb.—C. M. Bailey is tearing down part of his eltr. and rebuilding a more substantial structure. He will put

in a 16-h. p. gasoline engine, a Cornwall Cleaner and an eltr.

Upland, Neb.—The Farmers' Eltr. Co. has let the contract for the equipment for its eltr. to the York Foundry & Engine Works.

Cadmus, Neb.—The Nye-Schneider-Fowler Co. is converting a flat house into an eltr. of 10,000 bus. capacity. Putting in one leg and a 6-h. p. gasoline engine.

Prosser, Neb.—Chas. Moritz will increase the capacity of his warehouse from 15,000 to 50,000 bus.—Abernathy & Co., Scottsville, Kan.

Verona, Neb.—Murrey Bros. are installing a Howe Gasoline Engine and a 500-bu. Howe Hopper Scale, bot from the York Foundry & Engine Works.

Hastings, Neb.—The Farmers' Grain & Supply Co. has bot a Howe Engine for its eltr. at Brennans' Switch, from the York Foundry & Engine Works.

Loup, Neb.—Robert Watke, who has been on trial charged with burning the eltr. of the Jaques Grain Co., Ashton, Nov. 6, has been found not guilty.

Atlanta, Neb.—A. M. Vandell, of Loomis, has bot the Central Granaries Co's. eltr. He will put in a gasoline engine, a concrete foundation and a stand of elevators.

Axtell, Neb.—C. B. Seldomridge is rebuilding his 30,000-bu. eltr. at Axtell and will repair his eltr. at Holdrege. He has let the contract for the equipment to the York Foundry & Engine Works.

Ord, Neb.—Wells, Abbott & Nieman are remodeling and repairing their eltrs. at Ord and Genoa and will install Howe Hopper Scales, which they have bot from the York Foundry & Engine Works.

Kearney, Neb.—The Farmers' Eltr. Co. has let the contract to the York Foundry & Engine Works for the equipment of its new eltr., including a 16-h. p. Howe Gasoline Engine, a 500-bu. Hopper Scale and a Howe Wagon Scale.

Callaway, Neb.—The Callaway Milling & Mfg. Co. is building a storage eltr. The building will be 24 x 26 feet, topped with a cupola. The grain will be unloaded with an automatic dump and conveyed to the mill entirely by machinery.

Omaha, Neb.—A. H. Bewsher, ex-secy. of the Nebraska Grain Dealers' Assn., has succeeded E. P. Peck as secy. of the Omaha Eltr. Co. Mr. Peck has succeeded A. B. Jaquith as mgr. Mr. Jaquith retiring on account of ill health.

Minden, Neb.—The Farmers' Eltr. Co. has just let the contract to the York Foundry & Engine Works for the equipment of its new eltr.; the equipment includes a 10-h. p. Howe Engine, a 500-bu. Howe Hopper Scale and a Howe Wagon Scale.

Harvard, Neb.—The Farmers' Eltr. Co. has let the contract for a 20,000-bu. eltr. which will cost, when complete, \$5,000. A contract for a 500-bu. Howe Hopper Scale and Dump Scale and Howe Gasoline Engine has been given to the York Foundry & Engine Works.

Lincoln, Neb.—W. H. Ferguson is building a 175,000-bu. transfer and cleaning eltr. The concrete foundation is in and cribbing is being laid. The working part is to be 48 x 48 x 125 feet high. The power plant will be brick and steel and contain a 100-h. p. corliss engine.

Stockham, Neb., June 22.—The corn crop will be light in this district, having been washed and overflowed. Wheat is damaged by hail and rust; oats are looking well but light crop sown. Hay and

grass are good where it did not overflow.—J. I. Norton, agt. F. P. Van Wickle.

Beatrice, Neb.—The Dobbs Eltr. Co., and the Farmers' Eltr. Co., of Virginia, have applied to the county board of equalization for exemption from assessment on the corn in crib. When the assessors of the county met last spring they agreed not to assess corn in farmers' cribs. Now the two eltr. companies claim the same right to exemption, which has been granted by a few of the township assessors.

NEW ENGLAND.

Waterbury, Conn.—D. L. Dickinson & Son have succeeded D. L. Dickinson.

Portland, Me.—The Doten Grain Co., incorporated, \$100,000 capital. C. B. Doten, pres.; C. N. Joslin, treas.

Portland, Me.—The St. Albans Grain Co., incorporated, \$25,000 capital. J. W. Anderson, of Portland, pres. and J. R. Parsons, of Yarmouth, Mass., treas.

Boston, Mass., June 15.—Drouth broken and rains are very beneficial over whole district; winter grainlodged. The spring grain and pasture much improved.—Government Report.

Boston, Mass.—The Mystic wharf eltr. at Charlestown will be shut down for an indefinite period, because of the present dullness in the export trade, and vessels loading at that terminal will load from the Hoosac dock or from floating eltrs.

NEW YORK.

Buffalo, N. Y.—The warehouse and eltr. of the Niagara Mill & Eltr. Co. are nearly completed.

Buffalo, N. Y.—W. W. Alder has removed from his old quarters to larger and more pleasant offices at 83 Board of Trade.

New York, N. Y.—By a new contract with the telegraph company the Consolidated Stock Exchange has obtained the right to cut off all bucket-shops.

Fulton, N. Y.—Gilbert & Nichols Co., incorporated, \$35,000 capital, to deal in grain and mill buckwheat and feed. Incorporators, Arthur G. Gilbert and Harry A. Nichols, of Fulton, and Arthur W. Wiltse, of Hannibal.

Buffalo, N. Y.—Transfer of title, as defined by a recent resolution of the Car Grain Assn., must be accompanied by transfer of payment for the grain by spot cash. Hitherto buyers have taken their time in paying, sometimes waiting until the bill of lading had come back.

Ithaca, N. Y., June 15.—Heavy, soaking rains in all sections and damaging floods in parts of east. A decided improvement in wheat, rye, oats, barley, pastures and meadows; rain too late to save hay. Rapid progress in planting and replanting corn and beans, and plowing for buckwheat.—Government Report.

New York.—The annual election of the Produce Exchange was held June 8 and the following officers were elected: Edw. G. Burgess, pres.; Perry P. Williams, vice-pres.; E. C. Rice, treas. The mgrs., elected for two years, were: Chas. W. Bowring, Vincent Loeser, Samuel L. Finley, John Valient, Geo. H. Williams and Nathaniel Doyle.

Newark, N. Y.—The crop condition in this locality, and as near as we can ascertain thruout the state, has been, up to the present time, very unsatisfactory, from the fact that the drouth has been so extensive that the growth has been

very backward and made very little progress. Hay cannot be estimated at more than $\frac{1}{8}$ of a crop and some meadows, which the writer has seen, will not produce $\frac{1}{4}$ of a crop. Winter grain, while it has not suffered as much as hay, will without question be short in this locality. The straw will all be short and it will not fill near as well as we at first hoped; rye straw cannot help but produce a shortage in tons from last year, as it is short in length and very thin in places on the ground. We have been advised that in a great many sections in the eastern part of the state, and also in New Jersey, a great many of the farmers have been harvesting their rye, intending to use it for fodder.—C. Rupert & Sons.

BUFFALO LETTER.

Still very little option trading, spite of the effort to keep it going. The markets seem not to please the local speculator, either as a buyer or seller.

Grain is now coming in on track for inspection at the rate of from 50 to 85 cars per day. Oats are rather better in quality, but very scarce. As a whole, business is better than it was last summer.

Among late visitors on 'Change are John Marr and Henry Bimiller of the Marr Malting Co., Baltimore, on business with Watkins & Co. in regard to late barley deals and to procure rye for malting next fall.

A better feeling between the members of the Buffalo grain trade and the track transfer eltrs. on the Lake Shore and Nickel Plate roads indicates that official weighing will be restored in a few days. There seems to be a demand for it.

The corn situation is improving. Considerable hot corn is still coming in, even from the fresh-shelled shipments, but nothing compared with the old corn that came in early. The condition of corn has hurt lake traffic very materially. Lake eltr. handlings are still about 25 per cent ahead of last season to date.

An effort to introduce certain wheats from the far west into this market has again been made, but it seems to be unnecessary, for though the home winter wheats, both white and red, are scarce, they meet the needs of the market very well. It is very hard to change milling grain. Our market has rejected Kansas wheat time and again, and has none of account now.—J. C.

Spencer Kellogg has obtained permit to erect a fire-proof oil mill to cost \$80,000. As he already has large oil mills, with eltr. to back them his harbor interests are decidedly flourishing. Other enterprises here that include eltrs. to be built are the Washinton-Crosby Co.'s flour mill, which is to have a tile eltr., the George Urban Milling Co.'s flour mill, now about half built, and the new Michigan Central transfer eltr. on the west side, to be managed by Heathfield & Washburn, now well under way.

C. S. Scofield, the government grain inspector, who is going the rounds of the markets of the country, inquiring into the methods employed in the conduct of this business, has reached Buffalo and is looking the situation over here. His methods, especially of grinding and drying the grain to determine the moisture in it, are very interesting. Buffalo believes in its own inspector, Shanahan, and is glad to note a report at the Board of Trade that his work has been found to tally almost exactly with the more elaborate operations of the government inspector.

The western New York wheat crop is apparently saved, in spite of the bad way it was in lately from the dry weather. It is short, but has headed well and if it tills there will be an average crop at least, as the growth is very thick. The spring-sown grain is small, but will come on now. Corn will be very large in acreage on account of the many meadows that are plowed up, the hay crop being a complete failure. All crops are about two weeks later than last year. These points are from a personal trip through the heart of the territory.

Churchill & Co., proprietors of the Diamond Mills and Eltr. A, which were burned some time ago, have the adjustments all in and will realize from the insurance companies \$103,106.77, this amount not covering cars, loaded or otherwise, that were also burned. It is not exactly settled whether the mills will be rebuilt, but plans are in preparation and the inference is that if favorable contracts can be obtained the mills will be replaced. The eltr. will not be rebuilt, as Eltr. B, an iron structure, escaped and will be sufficient to do the transfer business.

Elevator men are saying that the increase of capacity at Fort William is going to benefit this port, for it will be quite a long time before Montreal is ready to take care of this grain. If the duty could be taken off or made nominal, as in case of lumber it would assist us very much, especially the wheat millers. The way it works now is thus: A canal-boat wet 1,200 bushels of Canadian wheat lately and the insurance companies paid the 25 cent duty because they sold it for 45 cents. Some years ago a large lot of Canadian wheat was damaged so much that it would not pay the duty and it was taken out into the lake and thrown overboard.—J. C.

NORTH AND SOUTH DAKOTA

Woonsocket, S. D.—G. W. Crawford is preparing to erect an eltr.

Humboldt, S. D.—P. A. McGregor has sold his eltr. to H. J. Salis.

Waubay, S. D.—The Waubay Eltr. Co. incorporated, \$10,000 capital.

Fulton, S. D.—The Peavey Eltr. Co. is replacing its warehouse with a 15,000-bu. modern eltr.

Hurley, S. D.—J. H. Farnsworth's new 25,000-bu. eltr., built by L. O. Hickok, is run by steam power.

Wales, N. D.—J. G. Fisher's new 30,000-bu. eltr., erected by L. O. Hickok, is run by an 8-h. p. gasoline engine.

Greenway, S. D.—The Crown Eltr. Co. has bot the eltrs. of the Hawkeye Eltr. Co. at this point and at Hague, N. D.

Hunter, N. D.—The St. Anthony & Dakota Eltr. Co. has sold its eltrs. at Hunter and Anita to a farmers' eltr. co.

Letcher, S. D.—Guy W. Crawford has contracted with L. O. Hickok for a 20,000-bu. eltr. to be run by a 5-h. p. gasoline engine.

Scotland, S. D.—The machinery and supplies for the repairs on the eltr. of M. King are being furnished by the York Foundry & Engine Works.

Oldham, S. D.—The eltr. of the Farmers' Eltr. Co. will have a capacity of 22,000 bus.; a flathouse with a capacity of 8,000 bus. will also be built.

Conway, N. D.—The eltr. of the Minneapolis & Northern Eltr. Co. was struck by lightning and burned June 6. The building had a capacity of 50,000 bus., but was empty and closed for the season. It

will be rebuilt in time for the crop this fall.

Binford, N. D.—A farmers' eltr. co. has been organized and intends buying or building an eltr. Jos. Buchheit, pres.; Ole Forde, vice-pres.; W. T. McCullough, secy.

Fargo, N. D.—The Jenkins Eltr. Co. has contracted with the Midland Mchry. Co. for the equipment of its four new 30,000-bu. eltrs. at Finkle, Comstock, Wolverton and Campbell.

Big Stone, S. D.—Gold & Co. have let a contract to G. T. Honstain for a 30,000-bu. eltr., 10-h. p. Coffield Gasoline Engine in brick engine house, 100-bu. Fairbanks Hopper Scale, 1 leg with rope drive.

We learn thru R. L. Metcalf of Lakota, N. D., that a move has been inaugurated to form a North Dakota Grain Shippers Asso. This will surely be welcome news to the regular members of the trade in that state.

Sioux Falls, S. D.—Peterson Bros. have sold all their eltrs. to a syndicate, possession to be given, it is understood, on July 15. E. E. Smith, formerly agent for the G. N. Ry. at Pipestone, Minn., and S. A. Mitchell, vice-pres. of the First National Bank of Rock Valley, Ia., are said to be at the head of the syndicate.

The condition of spring wheat June 1 was 99 for No. Dakota and 100 for So. Dakota; compared with 96 for No. Dakota and 100 for So. Dakota in 1902, and 91 for No. Dakota and 92 for So. Dakota in 1901, with the average for 10 years, 94 for No. Dakota and 93 for So. Dakota, as reported by John Hyde, statistician of the Department of Agriculture. The acreage in the 2 states is 110 per cent for No. Dakota and 95 per cent for So. Dakota of the acreage for 1902.

NORTHWEST.

Butte, Mont.—W. E. McAllister has succeeded D. E. Liddle.

The acreage of spring wheat sown amounts to 17,257,000 acres, or a decrease of 364,000 acres, or 2.1 per cent of the acreage sown in 1902, as shown by the report of John Hyde, statistician of the Department of Agriculture. The increase of 10 per cent in No. Dakota is accompanied by a decrease of 6 per cent in Minnesota and 5 per cent in So. Dakota. The average condition on June 1 was 95.9, compared with 95.4 at the corresponding date of 1902.

OHIO.

Fremont, O.—The Fremont Eltr. Co. has increased its capital from \$20,000 to \$40,000.

Greenville, O.—The E. A. Grubbs Grain Co. is building a hay transfer warehouse, 30 x 200 feet, on the Cincinnati & Northern.

Cincinnati, O.—Henry Good, wholesale hay and grain merchant, has bot for \$20,000 the Droste eltr. and will improve it.

Defiance, O.—Chas. T. Pierce has built a brick power house near his eltr. and will install a 35-h. p. engine and boiler.

Cincinnati, O.—A receiver is asked for the W. J. O'Dell Commission Co., an alleged bucket-shop, by one of its stockholders.

Millersburg, O.—Samuel Franks has improved his warehouse and installed a No. 9 Clipper Cleaner and all grain will be cleaned when brot in by the farmers.

Bowling Green, O.—The Royce & Coon Grain Co. is erecting an addition to its

eltr. on the T. & O. C. Ry. and installing drying apparatus with a capacity of over 100 bus. per hour.

Cincinnati, O.—The Dykin's eltr. failed to sell at the auction held June 10, no person present being willing to bid the price, \$30,000, which was 2-3 of the amount of its value as given by the appraisers appointed by the United States court.

Mason, O., June 10.—Wheat not looking well and with rust, fly and wet weather will not have over 65 per cent of a crop. Corn is not over half planted and is getting very weedy. It is 4 weeks to-day since it began to rain in this section and the ground has been too wet to work ever since. Oats look fairly well; meadows not very heavy but plenty of weeds. Wheat will do to cut about July 1.—A. Dill.

The Miami Valley Division of the Ohio Grain Dealers Asso., composed of about 95 members, and the Western Ohio Division of the Ohio Grain Dealers Asso., composed of about 60 members, completed the consolidation of the two assos. under the name of the Miami Valley-Western Ohio Asso., at a meeting held at the Phillips house, Dayton, O., June 15. The consolidation carries with it affiliation with the Ohio Grain Dealers' Asso. and with the National Asso. The following officers were chosen: Pres., Grant McMorran, St. Paris; Secy., M. W. Miller, Piqua; treas., C. N. Adlard, Piqua; Governing Board, H. M. Allen, Troy; Mr. Edwards, Troy; Alden Beatley, Urbana; Mr. Helm, Greenville; Mr. Burk, Springfield; Mr. Brubaker, St. Paris; Mr. Woodward, Urbana; J. E. Leas, West Alexandria; J. H. Conger, Eaton; Ed McCue, Arcanum; E. C. Nutt, Sidney; E. J. Griffiths, Sidney; J. E. Wells, Quincy; J. W. Timmons, Bell Center; Jacob Hauss, Wapakoneta; T. B. Steineman, Minster; Oliver Sullivan, New Carlisle. Pres. Jenkins and Secy. McCord of the Ohio state asso. were present at the meeting.

OKLAHOMA

Quinlan, Okla.—McFadden & Jacobs will build a 5,000-bu. eltr.

Comanche, I. T.—The Comanche Grain & Eltr. Co. is building an eltr.

Hobart, Okla.—E. H. Linzee, of Arapahoe, is building a 30,000-bu. eltr.

Cherokee, Okla.—The eltr. of H. L. Spangler is completed, ready for the machinery.

Hobart, Okla.—I have always been pleased with the Journal. It is O. K.—Asa Kerr.

Mingo Sta., I. T.—Henry Shallburg is putting in a gasoline engine.—J. W. Corwin, Dawson.

Perry, Okla.—The eltr. of E. J. Miller will be equipped with an improved Hall Distributor.

Hobart, Okla., June 13.—Wheat is being cut here with a good yield. Corn is improving.—E. H. Linzee.

Geary, Okla.—The Blaine County Mill & Eltr. Co. incorporated, \$12,000 capital. Incorporators, Fred Ringleman, G. W. Siever, Jacob Wildman and others.

No. Enid, Okla.—The No. Enid Eltr. Co. incorporated, \$5,000 capital. Incorporators, P. W. Shacklee, W. B. Overholt, B. T. Stebbins, W. L. Myers and others.

Cherokee, Okla., June 8.—Wheat is maturing in fine shape here; the prospects are that it will be No. 2. Harvest will begin next week.—H. L. Spangler.

Anadarko, Okla., June 13.—Wheat harvesting has begun in our locality and we

expect to have new wheat on the market by the 25th inst.—J. E. Farrington & Co.

Choteau, I. T.—Nothing here to count on; it runs from worthless to poor in wheat and oats. Corn is in all kinds of shape, some farmers have just plowed and planted.—Hayden Mer. Co.

Blackwell, Okla.—The Blackwell Milling & Eltr. Co. will erect a 40,000-bu. eltr., which will cost over \$10,000. The building will be 36x42x60 feet and will be a frame structure with a metal roof.

Waukomis, Okla.—S. A. Overton, of Hennessey, has succeeded the Waukomis Union Eltr. Co., with M. H. Converse as mgr. W. T. Huff, formerly secy. of the Union Eltr. Co., expects to go into the grain business at another point.

Blackwell, Okla.—The Blackwell Milling & Eltr. Co. has increased its capital to \$100,000 and has purchased the line of eltrs. of A. D. Butt, in Okla., which give it 15 buying stations and a storage capacity of 200,000 bus.

Cleo, Okla., June 18.—The crops in northwest Oklahoma are fine; cutting has commenced and will be in full blast next Monday. Threshing will commence latter part of the coming week, on early cut grain. Oats are immense and coming on fast. Corn doing well, but needs moisture in some localities.—Hutchinson & Co.

Oklahoma, Okla., June 15.—Conditions fair for cultivation and harvesting in Oklahoma and Indian territories, and this work is being rapidly advanced. Wheat, oats, rye, alfalfa and hay being harvested with fair to good yields. Corn fair, with some laid by. Millet, kaffir and broom corn, and grass in fair condition.—Government Report.

PACIFIC COAST.

San Francisco, Cal.—Albert Montpelier, well known in the grain trade, died June 7 of heart failure.

San Francisco, Cal.—Henry C. Bunker, chief grain inspector, started June 6 for a trip to Skagway and Puget Sound.

San Francisco, Cal.—Ship chartering came to a stop after the failure of Eppinger & Co., who had engaged a number of vessels.

San Francisco, Cal.—The first carload of new grain to be shipped in California on the new crop was consigned May 30 by the Oakley-Paulin Co., and bot by G. W. McNear.

Nez Perce, Idaho.—Reports from all points in the reservation country are that the grain crop never looked better. The acreage is very much larger than usual, wheat and barley having considerably more than ever before, while flax will be about 50 per cent of last year.

Reports from Umatilla county, Ore., are that the wheat crop of that section will be below the average and in some places, even if needed rains come in the near future, the crop will cut down the average of the whole to 70 per cent. The spring was very backward and cold weather continued up to a very recent date and now the hot weather having set in the wheat is suffering.

San Francisco, Cal.—The committee appointed to investigate the failure of Eppinger & Co. has found that 1 of the warehouse receipts held by creditors calls for 5,725 tons in the Pacific Coast Warehouse, or 1,525 tons more than is in the warehouses at the present time. The warehouse receipts issued for the balance of 20,451 tons cover a period from July,

1902, to April, 1903, and according to the stock on hand seem to have been fraudulent; whether they were fraudulent at the time issued or not, of course is not known, but this is the condition now and according to reports from creditors there are only 3,200 tons of good grain and 1,000 tons of off-grade on hand. No duplicates of the receipts have been discovered, but as little grain has been stored in the warehouses for the past year this was easily avoided.

PACIFIC COAST LETTER.

California is short of wheat, and nearly all this demand will be enjoyed by Oregon and Washington.

Crop conditions in Oregon and Washington, while bad in spots, are taken as a whole, very favorable. Very little wheat in first hands; nearly all owned by millers and exporters, hence there is very little local buying or selling activity.

In Oregon and Washington, bran and millstuffs are very firm and advancing, owing to the fact that so many mills have shut down lately, to await the new crop. Oats are a drug on the market; little demand, with abundant supplies to meet it.

Portland, Ore.—Wheat market is quiet; end of the season, and what little wheat is left is being bot by the mills that have good orders for flour. Plenty of wheat in tidewater warehouses, much of which will be carried into the new season, as the export movement is dull. The condition of things is the same at Tacoma.

The failure of Eppinger & Co., which occurred June 6, has created quite a stir among the trade on the Pacific Coast, and the creditors are preparing to prosecute the members of the firm for alleged irregularities in warehouse receipts, given them as security for loans. The assets are comparatively nothing, the banks being the chief losers.

San Francisco, Cal.—Market conditions are practically featureless. Futures are inactive and fluctuating within a very narrow range, while activity in the spot grain markets is confined to that trading which is necessary to supply immediate wants, and which is a very immaterial factor in the general market situation. Markets will probably be inactive until new grain arrives more freely. The Eppinger failure had no material effect on the market, or on the trade generally, as practically all the losses fall on the banks.

San Francisco, Cal.—The charter situation, from the shipowners' point of view, is becoming more grave every day, but is looked upon as a decided advantage to the farmers. Never has there been so many large grain carriers lying in the harbor here, and a few of the large fleet headed this way, daily swells the disengaged list. Shippers are not in the market for charters and rates for new crop loading are merely nominal, 17s. 6d. to 18s. 9d. being that about the right rate, but it is difficult to ascertain just how low a rate some vessels wud take to get away to a more profitable field.—R. E. W.

PENNSYLVANIA.

Chester, Pa.—The Chester Milling Co. is building a grain eltr. and mill.

Pittsburg, Pa.—At the annual election for a board of mgrs. of the Grain & Flour Exchange, June 9, the following were elected: John Floyd, J. W. Smith, A. H. Sunshine, W. A. McCaffrey, Robert Austen, Robert Thorne, Philip Geidel, Jr., Samuel Walton, Chas. Herb, W. W. Beatty, D. G. Stewart, H. G. Morgan and S. R. Patterson. At the meeting of the

board on June 11 the following officers were elected: H. G. Morgan, pres.; Philip Geidel, vice-pres.; Wm. Beatty, secy.; Robert Thorne, treas.

SOUTHWEST.

Ft. Smith, Ark.—N. J. Collier has sold his interest in the Western Grain Co. to Herman Hunt, his partner.

TENNESSEE

Nashville, Tenn.—Another siding is to put in for the Ryman Warehouse & Eltr. Co., which is leased by S. S. Kerr, of Shawneetown, Ill. This track will be built higher up the bank than the siding now in use, which is under water frequently when the river is high.

Gallatin, Tenn.—The eltr. of the Gallatin Milling Co. was the scene June 9 of another of the too numerous smothering accidents, 2 boys having been smothered in the wheat bin on that date. It is said that the boys have for years played in the wheat, notwithstanding the efforts of the owners and employes to prevent them.

TEXAS.

At what figure did you start to buy new oats?

Plano, Tex.—The J. T. Stark Grain Co. has increased its capital from \$25,000 to \$50,000.

Comanche, Tex.—The Comanche Grain & Eltr. Co. incorporated, \$16,000 capital. An eltr will at once be built.

Ft. Worth, Tex.—The executive committee of the Texas Grain Dealers Asso. met June 16, in Ft. Worth.

Richardson, Tex.—The first car of wheat was marketed June 11 on the new chop. The grain was in good condition, tested 62 pounds and sold for 75 cents.

Walnut Springs, Tex.—J. P. Cunningham Co. has sold its business at McGregor and will open a grain business in Walnut Springs, under the firm name of Cunningham Bros.—H. B. Dorsey.

Gainesville, Tex.—Railroad Commissioner Colquitt with 2 assistants recently visited Gainesville to make a thoro investigation into the relations between the Santa Fe road and the Richardson Co., which operates 2 eltrs. here. It is alleged the road discriminates in favor of the Richardson Co.

Reports received from Oklahoma state that the wheat crop is so much larger than was anticipated that the farmers are having great trouble in securing enough twine to meet the demands of the crop. It is reported that the supply of twine will fall many thousands of pounds short. This would tend to show that the crop will be an immense one.

Van Alstyne, Tex.—The Beall Mill & Eltr. Co. incorporated, \$50,000 capital, to construct and operate grain eltrs., mills and cotton gins, with branch offices at Dallas and Beaumont. Incorporators, E. G. Beall, C. E. Carter, T. P. Howle, J. T. Sheridan, R. S. Fulton, J. W. Sledge and T. Ray Beall, of Van Alstyne, Thos. A. Bowen, of Elmont, and H. B. Fall, of Beaumont.

New members who have joined the Texas Grain Dealers Asso. since the last report of Secy. Dorsey, are: J. A. Cox & Co., Iowa Park; Fortson Bros. & Bland, Ennis; Empire Grain Co., Ft. Worth; Van A. Webster, San Antonio; W. U. Baker, Rio Vista; N. T. Hughes, Meridian; J. A. Willis, Venus; Humphreys, Goodwin & Co., Houston, and Bert K. Smith, Houston. J. Howard Ardrey, of

Dallas, having retired from the grain business, has withdrawn his membership.

TEXAS LETTER.

Eagle Lake Rice Milling Co., Eagle Lake, Texas, have increased their capital stock from \$60,000 to \$100,000.

Geary, O. T.—The Blaine Co. Mill & Elevator Co. has been incorporated with a capital of \$12,000, Jacob Wilmans, J. W. Siver being the incorporators.

The dam across the mouth of the Mermentau River in Louisiana has been completed to a stage where it will hold back the salt water from the Gulf this summer. This river is largely used for flooding the rice fields and last year salt water backed up from the Gulf and ruined many thousands of acres of rice.

Crowley, La.—The Crowley Rice Food Co. has been organized with a capital of \$250,000 to put up rice in more attractive form for the consumer. It is proposed to put rice in paper cartons and an effort will be made to regulate the prices which the consumer will have to pay. It is understood that this company has the backing of a number of the mills in both Louisiana and Texas. The mill at Crowley will have a capacity of two cars per day, and will be in operation by Oct. 1.

The Texas Railroad Commissioners are very determined to break up the proportional rate as applied at the present time, as they state it places the grain business in the hands of one or two firms in north Texas to the detriment of the smaller firms and the farmers and millers of the state. Mr. Mountcastle of the J. Rosenbaum Grain Co., on the other hand, states that his company has done nothing in violation of the Texas laws and that its proportional rate business has been open and above board and it had no advantages over any other company doing export business.

Reports that are being received in Dallas relative to the wheat and oat crop show that the crop will be if anything larger than was the estimate of the grain men and millers. Very few reports show that the wheat fell as low as 15 bus. to the acre and a number of reports state that as high as 30 and 35 bus. are being harvested. This is especially the case in north Texas, and the Panhandle. Threshing is being done all over the state and this week the first of the new crop of wheat was marketed and brought 70 cents per bu. The grade is up to the standard. It is not expected that the price of wheat will remain at the present figure but there is small likelihood that it will fall below 68 cents and this will be for the export trade. Winter oats have come out well and are bringing good prices, 41 to 43 cents being the average prevailing price. Corn prospects in south Texas are very fair and Mr. Landa of New Braunfels stated that the corn crop in his section of Texas was assured. A few more rains in north Texas will go far toward making a large crop of corn over the state.—J. S. W.

WISCONSIN.

Gillett, Wis.—The W. W. Cargill Co. will erect an eltr.

Milwaukee, Wis.—Wm. Rademacher will engage in the grain commission business.

Darien, Wis.—Victor Buel, of Milwaukee, has charge of the eltr. of the Milwaukee Eltr. Co.

Superior, Wis.—The Chamber of Commerce has been reincorporated with a perpetual charter.

Milwaukee, Wis.—Work has been begun on the eltr. and malthouse of the Schlitz Brewing Co.

Superior, Wis.—A new inspection scheme is being formulated as a compromise between the interests of Duluth and Superior.

Coleman, Wis.—Duquaine Bros. will build an addition, 30x40 feet, to their eltr. to be used as a warehouse for grain and potatoes.

Milwaukee, Wis.—Following the lead of Liverpool, New York, and Chicago, the Chamber of Commerce has made hard winter wheat a good delivery on contract at a discount of 5 cents.

Milwaukee, Wis.—The Milwaukee Malt-ing Co. has let the contract for all the machinery and belting and its installation in its new grain shed, and the addition to the malt house, to Fred Grotenrath.

Columbus, O.—The Borger Bros. Co. has brot suit against the Franklin Eltr. & Grain Co. to recover on the statutory liability of the stockholders. It is alleged the company is insolvent and has ceased to do business.

The Wisconsin Grain Shippers Asso. will hold a meeting in Milwaukee July 22 to elect officers for the coming crop year. A morning and afternoon session with an evening Smoker will form parts of what promises to be an interesting program. All regular dealers welcome.

Menasha, Wis.—A proposition has been made to the merchants of Menasha by Mr. Dusenberry, representing the W. W. Cargill Co., for them to organize and build an eltr., which the company will run on commission the first year, and if everything is satisfactory the company will lease it from them at a good rental. The farmers of the vicinity have received the suggestion with favor, as have also the committee and several of the business men.

Madison, Wis., June 15.—The recent heavy frost has seriously injured early planted fields of corn and potatoes, and these crops now have a very unpromising appearance; but scarcely any of fields affected have been destroyed, and 95 per cent of the crop, with warm, favorable weather, may yet recover completely from the effects of the freeze. Fear has been expressed that winter wheat and winter rye, in blossom, have been damaged, and this can only be determined by time. Aside from the effects of frost, our crops remain in excellent condition, and no apparent reason for anxiety exists. The ground is usually well supplied with moisture, heat and sunshine being only wanting. From the reports of our correspondents we find that the acreage of corn has fallen off fully five per cent from last year, while the acreage of potatoes has increased 2 per cent. All small grains are doing well, the weather being well adapted to a strong, healthy growth. Compared with a good average condition, these crops are reported in the following percentages: Winter wheat, —92; spring wheat, —98; rye, —102; barley, —100; oats, —102; corn, —80.—John M. True, secy. state board of agriculture.

The Cook: Oi'm sorry, mum, but the walking diligate av th' Suprame Ordher av Cooks hov ordered me t' throw up me job. Mrs. G. Diller (tearfully): O Norah! What have I done? Cook: Nawthin', mum; but yer foolish husband bot a load of wheat from a non-union farmer th' day before yisterday.

Plan of 50,000-Bu. Elevator.

The 50,000-bu. transfer and cleaning house which is represented by the drawings reproduced herewith, was designed by the Reliance Mfg. Co., of Indianapolis, Ind., and is to be erected at a southern point.

The main building, 36x60 and 106 ft. high, rests on foundations of hard brick, with stone caps, posts 12x12 running up thru the first story to support the crib walls, which are of 6-in. stuff.

Twenty feet away is the engine house, 30x40 ft., containing an 80-h. p. engine and 100-h. p. boiler. Power is transmitted direct from the engine by a 4-in. shaft to the main drive sheave in the elevator. On the roof of the engine house is a dust separator feeding into boiler furnace.

The first story of the elevator contains

an 18-car car puller, 2 pairs of power shovels, a Reliance Wheat Cleaner of 1,500 bus. capacity, and an automatic sacking machine.

In the basement are the receiving sinks of the two transfer legs, the boot of the third stand of elevators, and a chain drag from wagon dump to No. 6 Western Sheller fed by B. S. Constant's Chain feed.

A passenger lift runs up into the 3 stories in the cupola, the lower one containing the 3 clusters of distributing spouts. The floor above contains a 1,000-bu. hopper scale, the head of the short stand of elevators and the blower to cob spout. The top floor contains, besides the elevator heads, a No. 12 Reliance Corn Cleaner.

Cars are weighed on a 120-ton track scale having a type registering beam.

When loading, grain is weighed in the hopper scale and spouted direct to cars on either of the two tracks, the end of the spout being flexible.

Railroads Must Pay for Delay.

Car service rules that work only one way—against the shipper—will be a thing of the past when other states adopt laws similar to the one recently enacted by the last Virginia legislature.

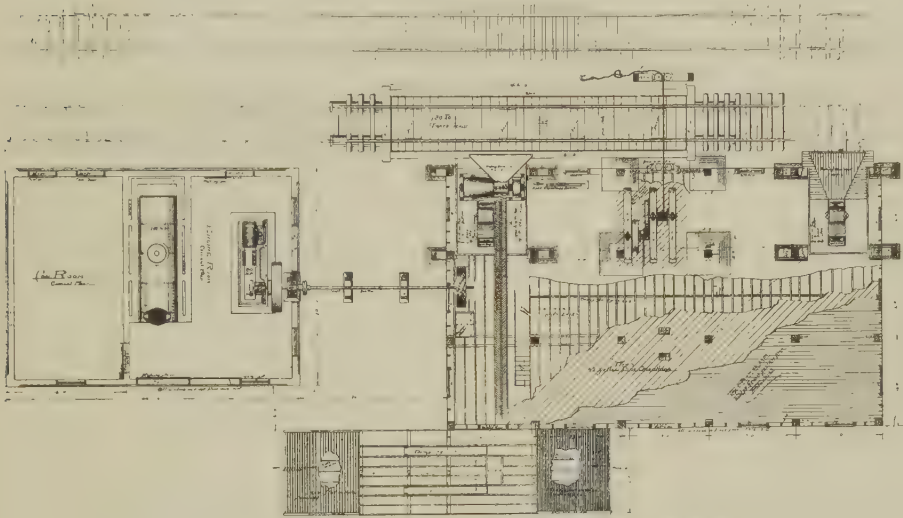
Shippers have become so accustomed to extortion under the so-called rules of car service assos. that they will welcome with joy the creation of a car service commission by the state, with rules that are not so one-sided as those hitherto enforced by one party to the contract—the railroad—regardless of the rights of the other party—the shipper.

Reciprocal demurrage is one of the best features of the new Virginia law.

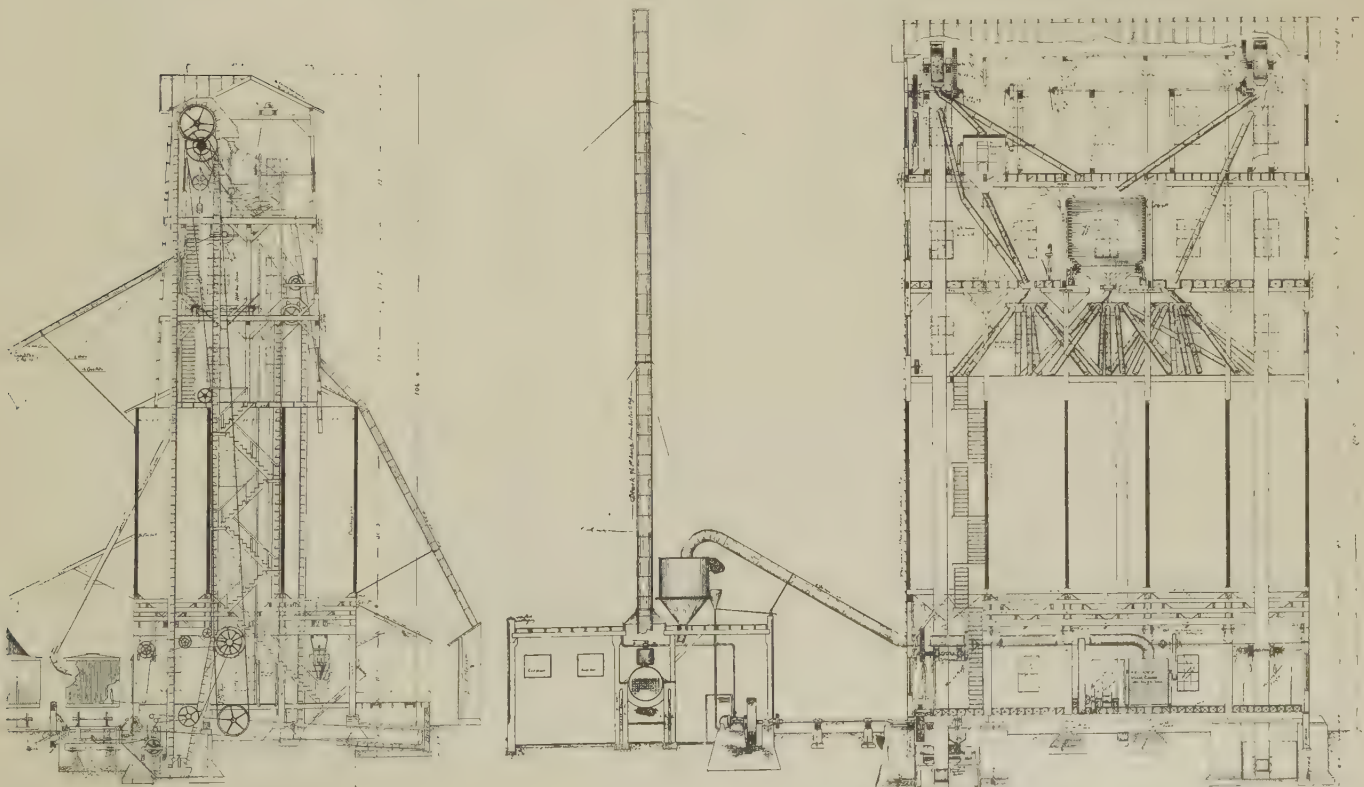
A "State Corporation Commission" is created by the new law, with power to prescribe a schedule of detention charges to be paid by the railroads to the consignee in case of delay in delivery, or when shipments are held an unreasonable length of time at the station where they originate. The Commission also is empowered to prescribe rules regarding the placing of empties, and a schedule of detention charges to be paid by the railroads to consignors when cars are not placed for loading in accordance with the rules.

In compliance with the act the Commission has established car service rules that place the transportation of freight on an equitable basis for the first time in the history of the United States.

Railroads are given 3 days to furnish cars after requisition has been made by shipper; and at the end of which time, if the car has not been provided, the railroad is required to pay the shipper a penalty of \$1. per day. Shippers are allowed 48 hours in which to load cars, and addi-



Floor Plan of 50,000-bu. Transfer Elevator.



End and Side Sectional Elevations of 50,000-bu Transfer and Cleaning Elevator.

tional time at the rate of \$1 per day. If a shipper does not begin loading within 48 hours after the expiration of the free time, the company may consider the car released and collect \$2 demurrage.

If the car is detained for want of shipping directions the shipper is required to pay \$1 per day demurrage.

After a consignment has been started the railroad must keep it moving at the rate of 100 miles per day, or pay a penalty of \$1 per day.

Failure to notify the receiver promptly of the arrival of the car at destination subjects the railroad to a similar penalty.

The railroad must place the car for unloading immediately upon arrival, or pay the penalty of \$1 per 24 hours, for delay.

A Non-Chokable Elevator.

The choking of boots in an elevator is one of the most trying and expensive troubles encountered by the elevator operator. Chokes usually occur when the work is being rushed and every minute is worth an hour of ordinary time. Repairing of belts and replacing of cups sometimes requires days. Even tho the leg is not badly damaged it requires some time to dig the surplus grain from the

to the exact requirement of each cup. No grain can be admitted to the boot until every kernel of the surplus overflow from the ascending cups is first returned to the succeeding cups. Then just enough to supply the deficiency is admitted to the boot.

Water cannot rise above its level, and grain, being less mobile than fluid, cannot rise to its level. It is a well known fact that a drop of water, if added to, or taken away, at the right place, will hold back, or start in motion an ocean.

In like manner, and operating under the same law, a spoonful of grain at the right point, will hold back, or start in motion thousands of tons of grain.

As soon as the cups are filled and have traveled a distance of 5 inches on the perpendicular ascent, all the surplus grain is instantly released, and immediately drops to the position required. Every kernel so dropped must be taken care of by the following ascending cups before another kernel can flow in from the bin.

It is a complete triumph in simplicity. Even the pulley in the boot is stationary, simply revolving, and the belt is kept at uniform tightness by automatic action of an auxiliary tightening pulley in the back leg. This method of having the boot pulley stationary, always in the same rela-

tive position to the inflowing grain, is said to be on scientific lines. Uniformity of action is utterly impossible with a changing position of the boot pulley.

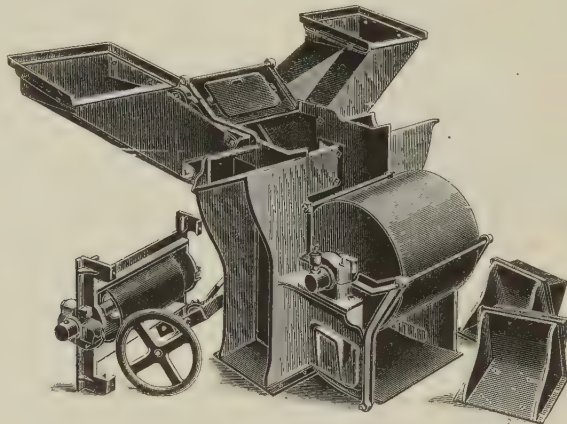
The boot pulley in this device also has closed ends, thereby preventing grain from attaching to it, or getting inside the rim to be carried around at each revolution, manufacturing a cloud of dust.

The tightener in back leg has take up rods leading to working floor. Boxes are dust proof with ball and socket bearing. Taken altogether this would seem to be a remarkable invention.

For additional information address Hall Distributor Co., 222 First National Bank Bldg., Omaha, Neb.

The rice acreage shows a reduction in all the principal states where rice is produced; the reduction ranging from 1 per cent in Alabama and Georgia to 14 per cent in Mississippi. The condition of rice on June 1 shows a decrease from the 9-year average in all the rice producing states except Alabama, Louisiana and Texas, in which states conditions are from 1 to 4 per cent above, as stated in the report of John Hyde, statistician of the Department of Agriculture.

Blind pools are plunging again. They fell down on corn and wheat some weeks ago, costing their patrons some hundreds of thousands. They seem to have found another bunch of suckers. Aided by the flood damage, they have bulled St. Louis July until it is out of shape. Continued bad weather would help them out, while good would probably break them. They are not good company for the bulls, and more dangerous for their patrons.—C. A. King & Co.



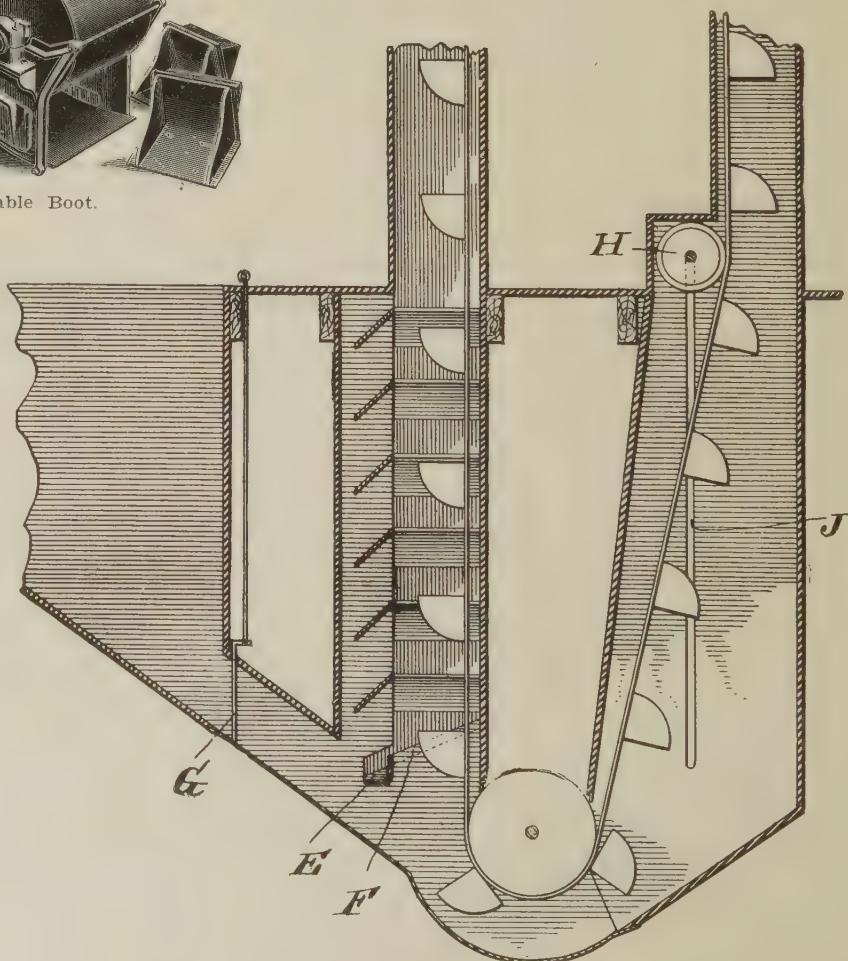
Hall's Unchokable Boot.

boot. Working with a lantern in the dark and dusty pit not infrequently results in fire, and often a fire is started by the friction of the head pulley on the clogged belt. The burning dust strings of the elevator head fall to the boot and start another fire. The troubles caused by a choking boot are well known and dreaded by all operators.

Recently a new boot has been brot out, which is claimed to prevent chokes and minimize the labor required to operate an elevator. It is called the New Hall Unchokable Boot and seems to insure absolute relief from chokes.

The principles upon which this device is operated are so simple as to be almost audacious. There is not a moving piece of machinery about it. It is entirely self-operative, governed wholly by the natural movement of grain, without gates or valves, but with the grain freely admitted to it. By unique arrangement of construction, every cup is filled to overflowing in order to insure full elevating capacity. No more can be carried up by the cups than is contained on them, after the overflow is spilled; and no more can be admitted to the boot than is displaced by the cups.

The principle governing this action is, that the surplus grain not needed to fill the cups is spilled into a pocket where it chokes the inflow to the boot from the bin. It regulates this inflow to a kernel,



Sectional View of Unchokable Boot.

Grain Carriers

Contract has been let for the construction of the C., B. & Q. line from Old Monroe to Mexico, Mo.

The bridge arbitrary of \$5 per car on freight crossing the Missouri River at Omaha has been removed.

Grading of the proposed Muskogee Southern road is in progress from Red Fork to Spiro, I. T., 136 miles.

A tidewater railroad around Point Defiance and thru to Olympia, Wash., is being surveyed by the Northern Pacific.

The Gulf, Colorado & Santa Fe has acquired the Kansas City, Watkins & Gulf, extending 100 miles, from Alexandria to Lake Charles, La.

Grain exporters thru Galveston ridicule the statement made by one Antwerp dealer that foreigners will drop the Gulf ports from their shipping lists.

The Interstate Commerce Commission will appeal from the decision of Judge Lacombe of the Federal Circuit Court at New York upholding the refusal of the railroads to bring their contracts into court.

The Virginia Legislature has enacted a law making the railroad receiving freight responsible for loss or damage until arrival at final destination, making the fact of such loss prima facie evidence of negligence and declaring void any contract, receipt or regulation tending to exempt it from liability.

To meet the cuts made by oriental lines running out of San Francisco five steamship companies sailing from Victoria, Seattle, Tacoma and Portland, have cut the rate on wheat to \$5 per ton to the principal ports of Japan and China.

John B. Daish, attorney for S. S. Daish & Sons, Washington, D. C., has filed with the Interstate Commerce Commission his brief in the complaint against the Cleveland, Akron & Columbus and the B. & O. roads for placing embargoes on the shipments of hay.

So far this season shipments of grain from Kingston to Montreal by the Montreal Transportation are many times greater than last year. Much of the increase in this traffic is attributable to the abolition of the Canadian canal tolls.

The United States Circuit court at Jackson, Miss., has dismissed the bill granted the lumber dealers restraining the railroads from raising rates 2 cents per 100 pounds, on the ground that the federal courts have no right to perpetuate a schedule of freight rates.

By building a branch line from Sargent, Neb., to O'Neill the Chicago, Burlington & Quincy Road, it is said, will enable Jim Hill to divert much traffic over the Great Northern to Duluth. If this competition is made effective it is believed the Chicago and Missouri River lines will cut their rates on grain.

Major W. H. Bixby, Engineer, U. S. Army, has prepared a statistical report of the lake commerce passing thru the American and Canadian canals at the Soo. During 1902 the canals passed 76,731,000 bus. wheat, 27,301,000 bus. flaxseed, 6,141,000 bus. barley, 3,836,000 bus. oats, 1,217,000 bus. rye, and 245,000 bus. corn.

One of the topics discussed at the 16th annual convention of the American Association of Local Freight Agents at Savannah, Ga., recently, was "The Best Method of Securing the Return of Temporary Grain Doors?" Grain shippers will be glad to adopt any suggestion that will accomplish this much desired result. They are tired of furnishing doors and of cooping decrepit cars.

After William Copps, attorney for the J. Rosenbaum Grain Co., had conferred with Railroad Commissioner Storey, June 6, the company applied to Federal Circuit court at Fort Worth, Tex., June 9, and was granted a temporary injunction restraining the Rock Island Railroad from canceling its contracts as ordered by the Commission, and restraining the Commission from enforcing its order. The court will give a hearing to determine whether the injunction shall be made permanent. It is alleged the grain company has the privilege of shipping grain to Fort Worth on the export rate by paying only the proportional to that place, 9 11-16 cents, while other dealers have been compelled to pay the local of 26 cents. It is alleged local dealers were required to pay demurrage, while the J. Rosenbaum Grain Co. paid none. The state railroad commissioners feel very sure of their ground, so sure that they took action without giving the Rock Island a hearing.

The Odessa Bourse committee has made new rules for the regulation of shipments. Samples will be taken as a check.

All the flour millers of Portugal have combined in a trust, which is affiliated with the wheat importers.

GRAIN PURIFYING

If you want full price for No. 4 oats,
If you want full price for all off-grade oats and barley,
You can get it by purifying with our System.
If you don't want full value,
Don't purify before shipment,

Then you can sell at a heavy discount, and the transfer or terminal elevators will purify the grain and reap the profit—just as they have been doing for years.

It is only a question as to where you want the profit to go. We prefer to do our own purifying before shipment, and take the profit. For descriptive circulars and grain samples, address

CALDWELL & BARR
EARL PARK, INDIANA.

Both our Purifier and Process for Purifying are fully covered by U. S. Letters Patents, and while they are beneficial to all grains, they are especially valuable in removing mould, must, smut, fungus and weather or water stains, bad odors and smells from oats and barley, cooling when hot and drying when moist, without impairing their natural color, aroma, or germinating qualities.

The Purchase of the

Hess Pneumatic Grain Driers,

To the exclusion of all other devices, by

The Armour Grain Company	Chicago
Bartlett, Frazier & Company	"
Chicago Ry. Terminal Elevator Co.	"
Chicago Dock Company	"
The Richardson Company	"
Chicago Grain Salvage Company	"
Consolidated Elevator Company	Duluth
Northern Grain Company	Manitowoc
Cleveland Grain Company	Cleveland
Udike Grain Company	Omaha
Illinois Central R. R. Company	New Orleans
Texas & Pacific Ry. Company	" "
AND MANY OTHERS.	

Indicates the unanimous conviction among grain men that the HESS DRIER is a necessary and profitable adjunct to the grain business.

The investments by the above mentioned concerns alone, in HESS DRIERS aggregate \$175,000.00.

New book describing the drier free.

Hess Warming & Ventilating Company

707 Tacoma Building Chicago

E. E. PERRY, Secretary.

with those in the other. The vibrating shoe has its feed end adjustably supported for oscillation and its discharge end suspended on a rock shaft.

The Witte Gasoline Engine in Chicago.

The Witte Gas & Gasoline Engine Co. has been incorporated under the laws of Illinois with a view of doing business

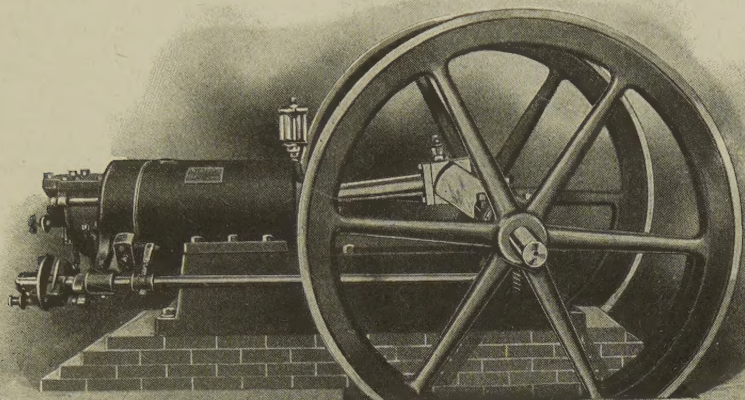
icy of the factory to see that factory prices prevail in Chicago.

The Witte engine is too well known to require description here, but there have been some valuable improvements made in recent months, viz.: strengthening of the crank shafts, fly wheels and engine beds, addition of an easy starting device, oil shields with sight feed lubricators on all bearings, a handsomely gotten up gasoline pump driven direct from the side shaft, double set of electric batteries, in-

device for engines of 10 h. p. and larger.

A large stock of engines will be kept at the Chicago office and wareroom at all times for immediate delivery, likewise a large stock of repairs and duplicate parts will be kept on hand, insuring prompt delivery.

The stock holders are well aware that the business will not give the returns which the western business has heretofore given them, but as it is their intention to put up a new factory for the manufacture of the engines on a very much larger scale, they realize that they will no doubt have a capacity in excess of their selling ability. At the present time the factory is running night and day in an effort to keep up with the sales. The Kansas City flood did not interfere with the production of their plant, merely delaying finished shipments for a few days. A cut of the engine as it is made is shown herewith. For further information address the Witte Gas & Gasoline Engine Co., Chicago, or the Witte Iron Works Co., Kansas City, Mo.



in Illinois in the sale of Witte gas and gasoline engines. The stock is held by the present stockholders of the Witte Iron Works Co., Kansas City, Mo., where the engines are made, and it will be the pol-

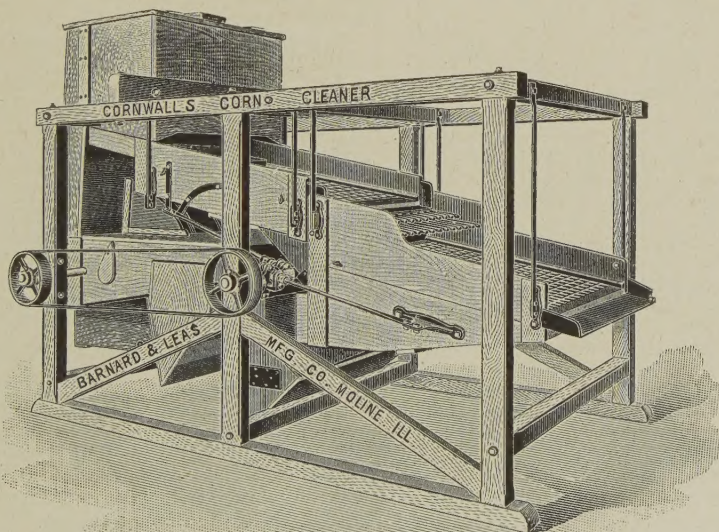
ishing satisfactory services of the igniter, and improved cylinder lubricator. In addition to this, the company is now prepared to furnish magnetos with the electric battery, also automatic air starting

Bucket-shops, like other weeds, are thriving. Chicago Board of Trade has called meeting to try and suppress them. They cannot unless they secure the co-operation of the New York Stock Exchange and are able to deprive the "shops" of the quotations. Stocks are more popular than grain. Newspapers, outside of Chicago, nearly all devote more space to stocks and are educating the people to trade in them. Some New York papers do not mention the grain markets, but give pages to stocks. Majority of bucket-shop patrons merely wish to bet on the price. The devil never sleeps.—C. A. King & Co.

CLEAN CORN

The Cornwall Corn Cleaner will clean your corn thoroughly in one operation. Its patent finger sieve

will not clog and will remove the small cob ends and pieces of cob always present in corn cleaned by other machines.



The shaker is made in two parts and is constructed in such a way that the corn, shucks and cobs in passing from one to the other must pass over a row of steel rods of different lengths and then drop several inches. This serves to shake up the mass of shucks, cobs, etc., and allow the corn to fall through onto the tail sieve, and give it a chance to make a better separation.

Other features described in our circular.

We also make or supply everything needed in the elevator line.

BARNARD & LEAS MFG. CO.

BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY, MOLINE, ILL.

Suits— Decisions

The American Linseed Co. has been awarded \$88,522 in its suit for an accounting from the National Linseed Oil Co.

A mortgage on "seventy, more or less, of corn in field," gives, not a defective description of the corn, which may be aided by extrinsic evidence, but no description at all. *Augustine v. McDowell*. Supreme Court of Iowa. 94 N. W. 918.

Under Code, Sections 2993, 3880, 3883, the landlord held entitled to a landlord's attachment in an action for rent, though the tenant had other claims against the landlord to an amount exceeding such rent. *Smeaton v. Cole*. Supreme Court of Iowa. 94 N. W. 909.

To furnish a sufficient basis for a submission to arbitration, it is not necessary that the submission be of a claim valid in law; it is sufficient if there be a bona fide contention between the parties as to their legal rights. *Downing v. Lee*, Court of Appeals at Kansas City, Mo. 73 S. W. 721.

Where a storage company, in accordance with custom, takes out in its name insurance on its property and that of one whose goods were stored with it, sufficient to cover goods destroyed, but, without cause, settles for less, it is liable for the loss to its customer. *Southern Cold Storage Co. v. A. F. Dechman & Co.* Court of Civil Appeals of Texas. 73 S. W. 545.

A buyer's notification to the seller of perishable goods, within a very few days after their receipt, that he will look to the seller to stand the loss from the goods not being such as bargained for, is a sufficient notice that, though received, the goods are not accepted as satisfying an implied warranty of quality in the contract of sale. *Northern Supply Co. v. Wangard*. Supreme Court of Wisconsin. 94 N. W. 785.

Where a carrier claimed that it had notified a consignee by mail of the arrival of a shipment, but the persons having charge of the consignee's mail claimed that such notice was never received, and could not be found in the files in which they were always kept, it was a question for the jury whether the notice was actually received by the consignee. *Herf & Frerichs v. Lackawanna Line*. Court of Appeals at St. Louis, Mo. 73 S. W. 346.

On the issue whether the meal sold by defendant to plaintiff for feed for his cattle was unsound and unwholesome, evidence is admissible that the cattle of others, fed about the same time, and under the same conditions, and with the same kind of meal, were made sick in the same manner, though theretofore in good condition. *Houston Cotton Oil Co. v. Trammell*. Court of Civil Appeals of Texas. 72 S. W. 244.

Where a contract for the sale of a machine provided that the purchaser need not accept it unless it worked satisfactorily, and a period of 60 days was allowed the parties for testing it, the purchaser was not bound to continue the test for the full term unless such time was necessary for a fair and reasonable test.

Haney-Campbell Co. v. Preston Creamery Assn. Supreme Court of Iowa. 93 N. W. 296.

A shipper usually has the right to select the route over which his goods are to be shipped, and the carrier is liable for all damages resulting from deviation therefrom. *Gulf, C. & S. F. Ry. v. Irvine & Woods*. Court of Civil Appeals of Texas. 73 S. W. 540.

A station agent of a railroad company can bind it by a verbal contract to furnish cars at a given time for the shipment of freight, unless want of authority in the agent is known to the shipper. *Gulf, C. & S. F. Ry. v. Irvine & Woods*. Court of Civil Appeals of Texas. 73 S. W. 540.

In the suit of Hunt Bros. against the Missouri, Kansas & Texas R. R., the decision of the district court of Wichita county has been affirmed by the Court of Civil Appeals of Texas. Hunt Bros. shipped 14 cars of wheat from Wichita Falls to Galveston, but the railroad failed to notify the consignees, Jockush, Davidson & Co., of the arrival of 5 of the cars until 3 to 5 days after arrival, failed to notify the Texas Star Mills of the arrival of 5 other cars, and failed to notify plaintiff at Wichita Falls of the arrival of the remaining 4 cars. On account of failure to notify, the cars were left standing in the yards until after the great storm of Sept. 8, 1900, during which their contents was damaged by water rising above their floors. The decision of the court is against Hunt Bros. on the ground that while the negligence of the defendant in advising plaintiff to ship out his wheat into Galveston during the crowded condition of said port, tracks, and elevators, and its failure to notify the plaintiff and his agents in Galveston of the arrival of the wheat, and its failure to place said cars on the proper elevator tracks, to be unloaded, before the storm, and its failure to move three cars from the low ground into the middle yards, concurred with the flood in producing injury, and while, but for said negligence, the damage would not have occurred, still said negligence was the remote, and not the proximate, cause of plaintiff's damages. 74 S. W. 68.

On account of the death of her husband Mrs. R. B. Ready was given judgment against the Peavey Elevator Co., for \$2,000, by the district court of Sibley County, Minn., which judgment has just been affirmed by the Supreme Court. About a week before the accident Ready was employed by the defendant as a carpenter to assist in making some changes in its elevator at Green Isle. The principal change was to substitute a gasoline engine for a steam engine, and he was employed in building a house for the new engine. Before this work was completed, and in the forenoon of the day of the accident, the line shaft was disconnected from the old engine and attached to the new one. In doing so, it was necessary to lengthen it by a coupler, which was left uncovered. In the afternoon Ready was directed to go and repair a grain spout which was 16 inches above the shaft. He complied with the order, and proceeded to construct a scaffold upon which to stand in doing the work. No claim is made that the scaffold was not properly constructed and placed. It was 27 inches from the top of the scaffold to the bottom of the shaft. It was necessary for him, in order to do the work assigned to him, to stand on this scaffold and work close to the shaft with its coupler. While he was so occupied, the shaft was put in motion without notice to him. The un-

disputed evidence shows that just prior to the accident the shaft started, stopped, and started again. The defendant's superintendent testified that the intestate, in response to a question put by him as to how he got hurt, stated that he was nailing the spout overhead on the side nearest to him, and then attempted to crawl under the shaft to nail the other side of the spout, and was caught by the shaft in the back of his vest. The court found that Ready did not assume the risk, and that he had not had such timely notice or knowledge that the shaft was in motion as to enable him to appreciate his peril by reason thereof, and avoid it by the exercise of due care. 94 N. W. 442.

In the landlord's lien suit of Simpson Hardy, tenant, against Thos. Matthews, the Court of Appeals at St. Louis, Mo., has decided in favor of the buyer of the grain. The court said: Appellant concedes that the principal question involved in this controversy was whether the respondent could lawfully pay to the landlord of appellant the proceeds of the corn bought by respondent from appellant, because he was satisfied appellant's rent for the year 1897 remained unpaid, and plead the fact that he made such payment to the landlord in satisfaction of the landlord's lien as a defense to this action by appellant for the purchase price of the corn, in the absence of any evidence tending to show that such payment was authorized or consented to by appellant. Section 4115 of the Revised Statutes gives every landlord a lien upon the crops grown on demised premises in any year, for rental accruing for such year, for eight months after such rent has become due; and section 4123, additional to providing a remedy by attachment in the instances cited, further subjects any person buying crops grown on demised premises upon which any rent is unpaid, with knowledge of the fact that such crop was grown upon such demised premises, to liability in an action for the value to any party entitled to the rent. The contention of appellant that Keen was restricted to an attachment against his tenant for the rental accrued and overdue, and that he must resort to such proceeding to recover it, is untenable, and a misconception of the statutory provisions above. The Kansas City Court of Appeals, in construing these sections of the statute, held that the remedy by attachment conferred upon the landlord was only permissive, and not exclusive. *Hulett v. Stockwell*, 27 Mo. App. 328. Under the terms of the statute, if, as the proof strongly tended to establish, the corn was purchased with the knowledge of the fact that it was raised on leased premises, the rental of which was unpaid, it was burdened in the hands of defendant with a lien in favor of the landlord; and he was not required to refuse recognition of such claim until Keen brought suit and established his rights by judgment, but, when satisfied that the money was justly due Keen, he was lawfully entitled to pay it to him without requiring such legal proceedings. In making such voluntary payment, he assumed the risk of determining for himself that Keen was lawfully entitled to it; and in this proceeding by the vendor to recover from him the purchase price, he also assumed and bore the burden of proving that Keen was entitled to a statutory lien upon the corn, and that the proceeds of its sale rightfully were payable to him. The defendant evidently established such facts, in the opinion of the trial court. 74 S. W. 166.

Bad Piping to Gasoline Tank.

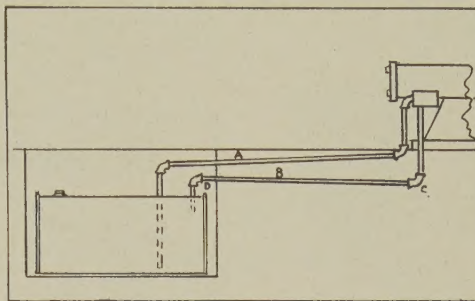
When a gasoline engine is using too much oil in proportion to the power developed investigation will show some defective part or faulty arrangement, which usually can be remedied at small cost and with little trouble.

If the engine is one built by a well known company the trouble must be looked for outside, and will often be found in a bad arrangement of piping, an example of which is presented in the engraving herewith.

The arrangement shown is good except in one important particular. Both the pipes A and B should slope toward the tank. The wrong inclination of the pipe B toward the engine results in a pocket at C, which is always filled with gasoline.

This trap in the overflow pipe prevents the free escape of the surplus oil from the engine and causes it to back up into the feeding mechanism, the efficiency of

which depends on the fluid being maintained at a certain level. When the oil rises above the correct level an excess is vaporized and wasted.



Bad Arrangement of Piping.

STANDARD

Warehouse, Elevator, Railroad,
Farm and Special

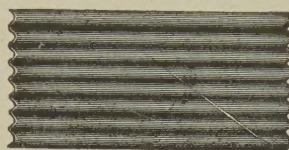
SCALES

HICKMAN SCALE MFG. CO.

119-121 E. Walnut St.,

Mutual Phone E177 DES MOINES, IA.

REPAIRING DONE PROMPTLY



WE ARE LARGE MANUFACTURERS OF

Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.



FOR OUR PRICES ON
SEAMLESS COTTON GRAIN BAGS
MILWAUKEE BAG CO.
MILWAUKEE, WIS.

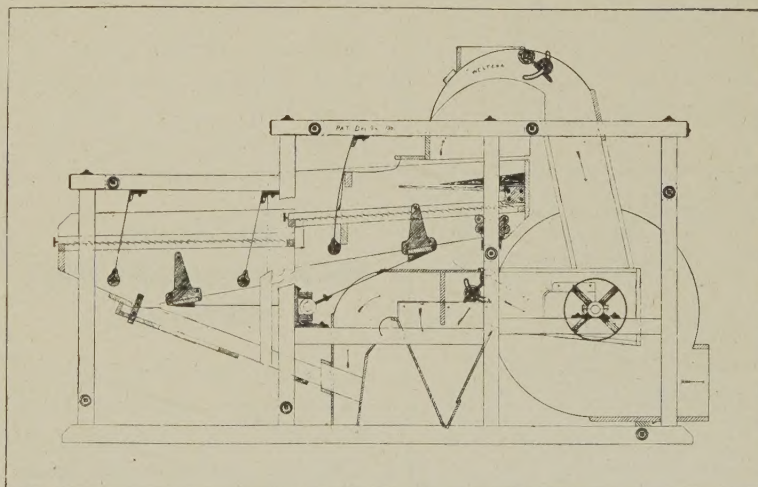
"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

"Western" Corn Sheller

is designed especially for grain warehousemen. It has large capacity and is well built. Its improved

adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.



Sectional View of Western Shaker Cleaner.

Manufactured by

Union Iron Works,
DECATUR, ILL.

We make a specialty of the machinery and plans for modern elevators—employing a licensed architect.



Corn and Oats Helped Wheat.—Zahm & Co.

Cobs.

The 9 years' drouth in Australia has been broken by heavy rains.

The condition of winter wheat on June 1 was 82.2; compared with 92.6 on May 1, and 76.1 on June 1, 1902, reports John Hyde, statistician of the Department of Agriculture.

The area of rye shows a reduction of 3.6 per cent from that of last year. The average condition on June 1 was 90.6, compared with 88.1 on the corresponding date of 1902 and 93.9 on June 1, 1901, and 89 the average for the past 10 years.

The late Socialist victory in Germany is the answer of the common people to the increasing duties on imports of bread-stuffs. Another increase in the tariff and the Socialist majorities will overwhelm the agrarians at the next election. Will the government heed the warning?

Paris authorities consider the official crop report as indicating a yield of 304,000,000 to 320,000,000 bus. of wheat; compared to last year's crop of 342,000,000, and a 5-year average of 335,000,000. Stocks are small. Sooner or later France must appear in the American market as a heavy buyer.

The barley acreage exceeds that of last year by about 330,000 acres, or 7.1 per cent, as given in the report of John Hyde, statistician of the Department, issued June 10. The average condition on June 1 was 91.5, compared with 93.6 on June 1, 1902, 91 on the same date of 1901 and the 10-year average of 88.7.

CHEAP TICKETS TO COLORADO.

We are going to make it easy for people of moderate means to spend their vacations in Colorado this summer. In the average outing the two largest items of expense are those for transportation and board.

This is the way we are going to take care of the transportation item:

From June 1 to September 30 we will sell round-trip tickets to Denver, Colorado Springs and Pueblo at half fare plus 50 cents. This means \$30 for the round trip from Chicago; \$25 from St. Louis. Good returning until October 31, 1903.

From July 1 to July 10 the rates will be even lower. On these days round trip from Chicago will cost \$25; from St. Louis \$21. Good returning until August 31, 1903.

We figure that the board item will take care of itself, because Colorado has so many moderate-priced hotels and boarding houses. Excellent fare and good quarters can be had for as little as \$8 to \$10 per week.

Send for a copy of our "Colorado Handbook"—it's free. This handy little work tells just what you want to know about the hotels and boarding houses.

P. S. EUSTIS,
209 Adams street,
Chicago, Ill.

MAKING A COUNTRY HOME.

interests everyone. The M., K. & T. doesn't claim a clear recipe, but its publications treat of the enormous growth of fruit culture in East Texas, the money-making possibilities in the gas, oil, lead and zinc regions of Missouri and Kansas, and the delightful climate of Texas and Old Mexico. Ask for them. Address

"KATY,"

514 Wainwright Bldg., St. Louis, Mo.

The Banner Route.

THERE is nothing more assuring to the traveler than his knowledge of the fact that he is traveling on a firm roadbed, upon which is laid the heaviest of steel rails, made true in all their curves, and that the train which carries him is of the highest standard of excellence known to railroads and is being guided to its destination by experienced minds. These are the conditions which become apparent to the frequent traveler on

THE WABASH LINE

and which have made that line justly famous. The aggressive management, at all times alert to the needs of the public, have perfected arrangements which enable them to carry passengers in

THROUGH CARS

BETWEEN ST. LOUIS, CHICAGO, KANSAS CITY, OMAHA, TOLEDO, DETROIT, NIAGARA FALLS, BUFFALO, NEW YORK, BOSTON, ST. PAUL, MINNEAPOLIS, DENVER, LOS ANGELES, SAN FRANCISCO and PORTLAND, OREGON.

BETWEEN CHICAGO, TOLEDO, DETROIT, NIAGARA FALLS, BUFFALO, NEW YORK, BOSTON, TORONTO and MONTREAL, CAN.

BETWEEN KANSAS CITY, DETROIT, NIAGARA FALLS and BUFFALO.

The Wabash has its own rails direct to the World's Fair Grounds in Saint Louis. All through trains stop at World's Fair Station (Forsyth) in order to give passengers an opportunity to view from the trains the World's Fair Buildings.

LITTLE JOURNEYS

Little lake resorts and mountain homes will be more popular this summer than ever. Many have already arranged their summer tours via the

Chicago, Milwaukee & St. Paul Railway

and many more are going to do likewise. Booklets that will help you to plan your vacation trip have just been published, and will be sent on receipt of postage, as follows:

"Colorado-California," six cents.

"In Lakeland" and "Summer Homes," six cents.

"Lake Okoboji and Spirit Lake" four cents.

F. A. MILLER,
General Passenger Agent,
CHICAGO.

LOCATIONS FOR ELEVATORS

In Illinois, Iowa and Minnesota on the line of the

Chicago Great Western Ry.

Opportunities for men with capital to invest in paying modern elevators. No section of the country is so free from crop failures. Write for maps and full information.

W. J. REED,

Industrial Agent, C. G. W. Ry.
604 Endicott Bldg.
St. Paul, Minn.

MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



C. & N. W. RY.

THE PIONEER LINE
WEST AND NORTHWEST OF CHICAGO

which reaches the famous

WATER POWERS,
COAL FIELDS,
IRON ORE RANGES,
HARD AND SOFT LUMBER
DISTRICTS

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Mgr. Gen. Freight Agt.
CHICAGO

A BAG OF GOLD.

has immeasurable attraction for anyone. Let us send you attractive "Katy" publications which will interest you. "The Golden Square," "Timely Topics," "Old Mexico," and others. Free for the asking. Address,

"KATY,"

512 Wainwright Bldg., St. Louis, Mo.

WORLD'S FAIR, ST. LOUIS, 1904.

Of course you are going to visit the Fair. You want to see what it will look like. We have a beautiful bird's-eye view (18x36 inches) which will be sent on receipt of 10 cents, silver or stamps. Address

GEORGE MORTON, G. P. A.,
"The Katy," Box 911, St. Louis, Mo.